

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 52.]

SATURDAY, DECEMBER 30, 1871.

[WHOLE No. 1,862, VOL. XLIV.

NOTE. MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Krupp's Works at Essen	1437
Wilmington, Columbia and Augusta R. R.	1437
Pacific Railroad of Missouri	1438
Redemption of Five-twenty Bonds	1439
Federal and State Securities	1441
Dividend and Interest Tables	1440, 1442
Railroad Share List	1450
Stock Exchange and Money Market	1457
Erie Railway	1459
Railroads in California	1459
Journal of Railroad Law	1460
Utilization of Coal Dust	1460
Detroit River Tunnel	1461
Riviere du Loup Railway	1461
Commerce of New York	1461
New York Central and Hudson River R. R.	1461
Oil Creek and Allegheny River Railroad	1462

American Railroad Journal.

New York Saturday, December 30, 1871.

Krupp's Works at Essen.

The following is an abstract of a paper read before the American Institute of Mining Engineers, by Professor Thos. Egleston :

The celebrated steel works of F. Krupp, at Essen, in Germany, cover about one square mile, one-fourth of which space is under cover. Mr. Krupp employs 10,000 workmen, 8,000 in the steel works and the rest in mines and blast furnaces. Nothing but steel is made at Essen. The cementation process is used to make steel for fine tools, but for all other purposes the Bessemer and puddling processes are employed. Ten or twelve ton ingots of cast-steel, usually considered very large are trifles here. Krupp has cast 40 tons in one ingot. The great abundance and ingenious arrangement of steam-cranes overcome the difficulty of handling such large masses.

The puddled steel is melted in the crucibles with iron made from peculiar ores, to obtain an adequate supply of which mines and furnaces have been bought in all parts of Germany. The crucibles are made by machinery, and never used more than once. In the tempering house, 100,000 of these are always on hand, in sizes to contain 20, 30, or 40 kilogrammes. Each furnace will receive 4, 8, or 12 crucibles; and the casting house may contain at one time 1,200 crucibles in furnaces. The moulds are all circular, for 60 lb. to 40 ton castings, and all served with steam cranes.

The operation of making a heavy cast is carried on with military precision, generally by signals. The place for the mould is selected and the canals are placed. At the first signal the furnaces are uncovered and the coal is taken out. At another signal, two men at each furnace seize a crucible with tongs, hook it to a bar, by which it is lifted out and set down in front of the furnace; another pair of workmen seize it and carry it horizontally to the troughs. The workmen arrive in such rapid and precise succession that as they pour the molten steel into the troughs it constitutes a continuous stream. The troughs end in a basin of reception. This work requires much nerve and a high degree of discipline in the execution of the manoeuvres. Out of 100 picked men promoted to it, 40 give it up as too much for them. Castings are always made in the morning. The ingots are not allowed to cool, but stored in stalls and covered with fine coal. There was at the time of my visit, \$800,000 worth of steel in ingots, more or less worked, thus stored.

The works contain over 50 steam hammers, from 120 lbs. weight up to 50 tons; there are several of 25 and 15 tons. The great 50-ton hammer is the largest in the world; it cost \$580,000. The foundations are 100 feet deep in three parts, of masonry, large oak trunks and iron cylinders, bolted together. The anvil and frame rest on these, the rest of the hammer having separate foundations to save the jar. The anvil is occasionally changed or broken. The frame is of cast iron, 8 inches thick, 6 feet in diameter, 5 meters high and 7 meters wide, forming an arch above and below. An opening 1 meter in diameter leads to a staircase by which the foundations may be visited and inspected. The engine is supported by columns on the separate, surrounding foundations. The hammer head is 3.7 meters long, 1.59 meters wide and 1.25 meters thick—making 7.5 cubic meters, and weighing a little over 50 tons. The stroke is 3 meters. The lower part is cast-steel, the upper part cast-iron, poured upon the molten steel. The diameter of the steam cylinder is 1.80 meters. Everything is kept in duplicate or triplicate, to prevent detention from breakages. The head once cracked in the upper part; and the anvil frequently breaks. Four cranes, each capable of bearing 200 tons, at the four corners of the hammer, serve it with red hot masses. Krupp intends to build a hammer of 100 tons.

Before each of these cranes is a reheating furnace. These are made with hearths on wheels, so that the heavy ingots can be trundled out, the side being partly torn away for the purpose. A 40 ton ingot, for instance, is moved by chains and long rods, it being impossible to approach it nearer than six feet. All the buildings about the hammer are made extra strong. Whatever else is going on, the hammer is heard over all.

In making tyres, a six-ton ingot is cut lengthwise, then across, flattened, punched in the center, hammered round on the nose of the anvil, and turned in an ordinary tyre-mill or Ramsbottom machine. They weigh 140 to 400 lbs., and are guaranteed to run 120,000 kilometers, or about 46,000 miles. One of these tyres ran 46,000 miles before being turned off the first time. Pump-rods have been turned here 65 feet long, in one piece.

There are several cupolas in the works capable of melting 50 tons at once. A cast-iron block weighing 250 tons was made from four cupolas in eight hours.

Krupp's Bessemer department is not shown to any body. The number of convertors is variously stated. It may be eight or twelve. They are in a straight line, and served with steam cranes.

Of the remarkable excellence of Krupp's cast-steel nothing need be said.

Wilmington, Columbia and Augusta R. R.

The completion of this road to Columbia, S. C., now offers a new and more direct route, seventeen miles shorter, via Weldon, Wilmington and Columbia, to Augusta, Atlanta, Macon, Montgomery, Mobile, New Orleans and all the principal cities in the South Atlantic and Gulf States. The new road has been constructed in the most superior manner, diverges from the old route at Sumter, S. C., and extends to Columbia, a distance of 42 miles, making the entire distance from Weldon, N. C., to Augusta, Ga., 435 miles. The Wilmington and Weldon and Wilmington, Columbia and Augusta Railroads, one of the connecting links of the great through passenger route between the North and South, has been recently reorganized, and is now under one management—Hon. R. R. Bridgers, of Wilmington, N. C., president, and B. F. Newcomer, Esq., of Baltimore, vice president. To meet the requirements of the Postoffice Department for the conveyance of the great through mails, a new double daily fast schedule will at once be put in operation, and the time between Baltimore and New Orleans greatly reduced. New passenger and drawing room coaches have been ordered, and altogether a complete reorganization of all the details of transportation has been made throughout the entire line, thus insuring to the traveling public a route unsurpassed in all its essentials of speed, safety and certain connections.

NOTE. The track on the Chicago and North-Western Railroad Extension is laid four miles beyond Peshtigo. The Construction Company are running a daily mixed train between Oconto and Peshtigo, to accommodate travel and freight. Over

thirty miles of track have thus far been laid on the Green Bay and Lake Pepin Railway. The citizens of Green Bay propose having a railroad celebration when the Lake Pepin Railroad is completed to New London, and the Northwestern extension to Menominee—which will be about the same time.

PACIFIC RAILROAD OF MISSOURI.

The earnings of this road for the years ending February 28, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	\$1,844,661 58	\$1,855,001 77
" freight	1,699,016 83	2,021,073 47
" express	62,640 85	62,600 00
" mail	52,037 52	57,450 00
" miscellaneous.	4,105 60	
	<hr/>	<hr/>
	\$8,158,856 78	\$8,500,230 84

The operating expenses and repairs in 1870-71, (including \$75,618 21 Eureka accident) were:	
Running expenses	\$1,150,404 50
Maintenance of road and buildings.	933,479 21
Maintenance of rolling stock and machinery	438,025 76
General expenses.	32,931 98
	<hr/>
	2,554,841 45

The Eureka accident, while it is properly chargeable as a loss to the contingencies of operating the road, yet is exceptional in its nature. If this be deducted from the running expenses the account would stand: total gross earnings, \$8,500,230 84; total expenses and repairs, \$2,479,198 60—net earnings, \$1,021,032 60. The total earnings for the previous year were \$8,158,856 78; the operating expenses and repairs were \$2,371,447 94—net earnings, \$76,908 84; an increase in gross earnings of \$841,874 06, and in net earnings of \$244,123 76. During the past year the operating expenses and repairs were 70.83 per cent. of gross earnings; and during the previous year 75.08 per cent. The amounts chargeable to the operation of the road during the past year have been due in a large measure to the expenditure in the renewal of the track and the maintenance of the roadway—expenditures which will tend to the material reduction of the cost of operating the road in several respects during some years to come. The President in his report says:

During the preceding year much had been done to improve the efficiency of the road and to provide a suitable equipment, but the change of gauge had absorbed the chief attention, and this combined with other causes, had strained the credit of the Company to the utmost, and much still remained to be done. A very large amount of new iron was imperatively required in the track, not less on the score of economy than of safety in the management of its trains, whilst new and extended side-tracks at more convenient distances were also required. Forty-one locomotives of the old gauge remained to be rebuilt and adapted to the requirements of the new gauge. The rolling stock, the full and complete repair of which had been postponed to the more pressing demands of the change of gauge, needed thorough overhauling. Many of the bridges required immediate renewal. Additional cars were demanded both in the freight and passenger departments, and the road bed itself was in need of extensive repairs of a permanent character.

Amongst the many disadvantages with which the operation of the road had been conducted, the large floating debt of the Company has been the chief. At the commencement of the year its unfunded liabilities amounted to over \$1,850,000, ex-1870.

isting in the form of a large number of notes and outstanding accounts, ranging from several hundred to many thousands—many of them contracted in the purchase of supplies, with the understanding, or at least expectation, of entire or partial renewal. The necessity of purchasing all supplies on credit compelled the payment of outside prices, whilst the daily irregular maturity of notes required extraordinary provisions for their payment of arrangement.

In the face of these requirements, the problem was presented of pursuing the temporizing system—which, whilst it might speciously exhibit a great saving of expenditure for any single year, must in the end prove poor economy—or a policy which looked to the permanent character of the work done, and its absolute value to the road, having reference to the future, not less than the immediate present.

Your Board did not hesitate to adopt the latter course, and in what has been done they have kept constantly in view the principle, which is especially true in the administration of public works, that that which is permanently done in the first instance is the best economy. Such a policy will only find its full realization when rails of steel, bridges of stone or iron and fire-proof depots take the place of the perishable materials which the necessities rather than the choice of our Western railroads have imposed upon them.

Doubts existing as to the right of the Company to fund its debt by second mortgage under existing laws (since removed by legislation), your Board took immediate steps to consolidate the floating debt into larger obligations maturing at convenient periods, and to provide the means of making all purchases for cash, thereby enabling purchases to be made at the lowest cash rates—a policy which enabled your Board to carry the entire debt of the Company at an average rate of less than eight per cent.; and notwithstanding the increase of the debt occasioned by extended improvements, the total interest liability of the Company for the year is \$95,411 less than on the preceding year.

The following roads are operated, or under contract to be operated, by this Company:

The Missouri River Railroad; the Leavenworth Atchison and Northwestern; the Osage Valley and Southern Kansas (Boonville); the Lexington and St. Louis; the St. Louis, Lawrence and Denver.

At the last annual meeting the matter of the leases then newly made with the Missouri River (Kansas City to Leavenworth) and the Leavenworth, Atchison and Northwestern (Leavenworth to Atchison) companies, was brought to their attention and their investigation ordered by a committee of stockholders. Having reported at a subsequent meeting of the stockholders held on the 18th of April, the whole matter was referred to the Board, "with power to take such action as they might deem best for the stockholders and the public."

Under the leases referred to (not submitted to the stockholders), the Board had obligated this Company to pay to the Missouri River Railroad Company a guaranteed annual value of \$50,000 for the first five years, \$70,000 for the third five years, and \$80,000 for the fourth five years.

It is unnecessary to detail the entire negotiation with reference to these leases. Believing them to be exceedingly burdensome to this company and illegal (having never been ratified by the stockholders), your Board, whilst willing to make very reasonable concessions refused to act under them unless large concessions were made. The result of the course of the Board was such that material modifications were secured, reducing the guaranteed rental of the Missouri River Railroad to \$50,000 per annum, and the guaranteed rental of the Leavenworth, Atchison and Northwestern to \$42,500, besides securing other important modifications in the details. The leases as modified were, on recommendation of your Board, ratified by the stockholders on the 14th of June,

OSAGE VALLEY AND SOUTHERN KANSAS.

This road, better known as the Boonville Branch, has been successfully operated during the year, and its business and earnings have materially increased over those of any preceding year. During the year arrangements have been made by that company to extend their road Southwardly to Versailles in Morgan County, and thence Westwardly towards and through the Osage valley. This company has no connection with such extension.

LEXINGTON AND ST. LOUIS RAILROAD.

Extensive modifications were also secured in the leases of the Lexington and St. Louis, and the St. Louis, Lawrence and Denver Railroads, both of which are under construction, and will, when completed, be operated by this company.

Owing to financial and other difficulties, the work upon the Lexington and St. Louis Railroad has made but little progress during the year. The road-bed is almost entirely completed, and its debts nearly paid. The experience of the past having created the greatest distrust on the part of the stockholders in any contractor, an earnest application was made to this company to undertake the completion of the road.

Inasmuch as the road was to be operated by this company, and the completeness and thoroughness of the work became vitally important considerations, a conditional arrangement was made with this company to iron and finish the road upon the following terms:

The Lexington and St. Louis Railroad Company are to pay all outstanding indebtedness of the company (except one note of \$98,000, secured by their first mortgage bonds), to turn over all their ties and other property, and to furnish in cash the sum of \$48,000, that being the amount necessary to complete the grading of the road.

The Pacific Company then agreeing to receive the 900,000 first mortgage construction bonds of the company at seventy cents, to pay the \$98,000 above referred to, and to iron and complete the road, receiving for any deficiency (if any) the second mortgage bonds of the company at forty cents. Efforts are now being made to raise the amount required to pay the \$48,000 required to complete the grading and to pay the outstanding claims, in all about \$130,000, and it is believed these efforts will be successful. This road passes through the rich counties of Pettis, Saline and Lafayette, and should arrangements be made for a convenient transfer or other connection, will furnish a route to St. Joseph and the Northwest equal to any other. It is believed that before the close of the present year the road will be in successful operation.

THE ST. LOUIS, LAWRENCE AND DENVER RAILROAD.

Owing to various causes, a modification of the terms of this lease was deemed desirable by both parties, and a new lease effected, by which the rental was reduced from \$100,000 to \$75,000 per annum. This lease was ratified by the stockholders on the 14th day of June, 1870.

The whole work of grading is under contract to be completed at an early period. The iron has been secured, and before the year closes it will doubtless be completed, giving our city a direct connection with Lawrence, and with the whole system of railways leading from that point to the South and Southwest, thus opening between St. Louis and Kansas another avenue of commerce and trade, and drawing closer the bonds of friendship with our young and vigorous sister State, whose future is so closely allied with ours. The construction of that link between Pleasant Hill and Lawrence will tend to shorten the line between St. Louis and Denver, and it is believed will eventually be of great value to the general business of the road.

The Board have not entered into any new leases during the past year, their entire action having been confined to the reformation and modification of those existing at the commencement of the year. Unless in very special and exceptional cases, the entire policy of leasing roads is wrong,

and more often a burden than a benefit to the trunk line. Where roads are necessary, it is better to build or to buy them, thus securing absolute and unrestricted control, and the permanent benefits accruing from extended improvements. When the roads now under construction are completed, it is believed that no occasion can arise in which any extension of this policy will be required. The system of roads then operated by this company will give it at least an equal share of the trade of the Northwest, and it will have decided advantages in the West and Southwest over any of its competitors.

The rapid settlement and growth of the country tributary to this road are matters of congratulation. Washington, Hermann, Jefferson, California, Sedalia, Warrensburg, Pleasant Hill and Holden are rapidly increasing in wealth and trade, whilst rich counties which they supply are being rapidly improved.

Kansas City has taken its rank first among the distributing centers of the West. Scarcely any portion of the State is more prosperous, and it is but just to say that the efforts of the company to promote their prosperity in its own have been appreciated by the community, and a feeling of unexceptionable good-will prevails along the entire line.

At the beginning of the year there were outstanding \$555,000 of the bonds issued under the law of 1864, and known as the "Dresden bonds," all of which matured within the first month of the year. To meet those there remained unissued of the first mortgage loan only \$500,000. Arrangements were temporarily made to carry the former until the latter could be disposed of. This was accomplished on favorable terms early in the year, and from their proceeds \$432,500, with \$48,500 from other sources, \$481,000 of said Dresden bonds have been paid.

There are now 74,000 of the Dresden bonds outstanding and over-due, payable on demand. These should be provided for at an early day.

With a view to placing the finances of the company in a more satisfactory position, by funding the floating debt, the officers of the company applied to the Legislature for such amendments to the general law as would enable them to accomplish that end. Our efforts in this respect were met in a liberal spirit, and the necessary amendments secured, by which, (with the consent of the stockholders) a second mortgage may be issued. It was obtained too late to be of any service during the past year, but must engage the attention of your Board at an early day. In the opinion of your Board such a mortgage should be at once issued to an amount sufficient to fund the debt and to carry on the work of such permanent improvements as are demanded, and the provision of additional cars. The work in this direction, though carried on to the fullest ability of the company during the past year, is far from complete. Much remains to be done, and if it is to be postponed until the means can be acquired from receipts, your per centage of expenditures must continue large for a considerable period. For the first fifteen miles west of St. Louis a double track is imperatively demanded, and its extension to Franklin (thirty-seven miles) should be made at the earliest practicable moment. Over forty trains daily pass over this portion of the road. The prompt investment of the required amount now, will enable its operations to be conducted at a much reduced rate, and to save the company far more than the interest of any amount required. The highest success of the company as a commercial highway is bound up with that of the great city of the West, and in the encouragement and development of its material interests the company must labor with and often in advance of its immediate business requirements. Sharp competition with rival roads, leading from the producing regions to other business centers, will require a concession of low rates, with profits always small—perhaps at times with none. Under such circumstances the conditions of success are a credit which can command the lowest prices, a

thoroughly constructed roadway, efficient machinery, and ample carrying capacity. With these fully attained, a liberal business policy will soon place the property of the company in a condition to remunerate the stockholders, whilst discharging its full obligations to the public.

The length of the Pacific Railroad, from St. Louis to State Line, is 283½ miles. The leased lines are: Osage Valley and Southern Kansas, from Tipton to Boonville, 25 miles; Missouri River, from State Line to Leavenworth, 25½ miles; Leavenworth, Atchison and Northwestern, from Leavenworth to Atchison, 21½ miles. Total miles operated, 355. Sdings not included in the above, 50 miles.

The company have 97 locomotives, 50 passenger, 4 postal, 19 baggage and express, 42 caboose, 479 box, 304 stock, 244 flat, 61 coal, 2 magazine, 1 paymaster, and 4 tool cars.

Miles run by engines with passenger trains, 812,511; with freight trains, 906,259; switching, 325,758; working trains, 168,587—total miles run, 2,218,115, at a cost for repairs of \$73,575 75: wages of enginemen and firemen, \$128,558 40; cleaning engines, \$29,624 50; oil, tallow and waste, \$23,681 77; fuel consumed, \$309,712 75—total cost of engines, \$565,103 17. Av. cost per mile run for fuel, 14 cents engineers and firemen, 5.8, cleaning 1.8, oil, waste, etc., 1.1, repairs, 3.8—total cost per mile run, 25.5 cents.

The General Financial Statement of the company up to February 28, 1871, is as follows:

By balance from March 1, 1870, (after adjustment)	\$332,958 83
Capital stock—received balance Jackson County subscription	35,000 00
Bills payable	429,829 24
Pacific Railroad bonds sold	500,000 00
Insurance—excess received over premiums paid	622 51
Uncalled for pay-rolls audited this year	8,080 58
Construction L. A. & N. W. R. R.—amount received in excess of expenditures....	1,106 56
Earnings from transp. \$8,500,230 84	
Less operat'g expenses 2,554,841 45	945,389 39
	\$2,252,482 11
To construction	\$249,386 15
Rolling stock and machinery	129,416 01
Change of gauge	131,793 57
Missouri River Railroad—work on Wyandotte Levee	11,004 68
Poplar street extension	83,590 93
Office expenses and stationery	37,903 47
Interest account	638,557 35
Discount on bonds	67,500 00
Audited account	3,286 95
Rent of leased roads	98,423 61
Mortgage Construction bonds paid.	481,000 00
Balance	370,669 39
	\$2,252,482 11
The balance (\$370,669 39) is composed of—	
Cash in hands of treasurer	\$1,436 71
Jackson County bonds	24,000 00
Pacific Railroad stock	1,800 00
Material on hand	144,940 55
Due by Railroad and Express Companies	19,852 06
Retained by U. S. Gov. on account bridges	109,489 58
Due by U. S. Gov. on account transportation	4,719 25
Due by P. O. Department	9,582 62
Uncollected freight bills	55,847 77
Total	\$370,769 39

GENERAL BALANCES, March 1, 1871.	
Balance of Income Account	\$1,711,420 92
Capital stock	3,835,752 22
Pacific Railroad bonds	7,000,000 00
Mortgage Construction bonds (since paid)	74,000 00
Real Estate Security bonds	500,000 00
St. Louis County bonds	700,000 00
Audited accounts unpaid	138,684 54
Bills payable unpaid	1,505,852 52
Unpaid back pay-rolls	12,976 55
Earnings less operating expenses ..	945,389 39
	\$16,224,074 14
Construction	\$12,088 714 88
Rolling stock and machinery	8,894 828 91
Missouri River Railroad	32,478 04
Boonville Branch	18,304 50
Leavenworth, Atchison and Northwestern Railroad	4,071 03
Change of gauge—roadway	51,014 97
" rolling stock...	285,110 29
" Boonville Br...	786 70
Poplar street extension	33,590 98
Balance	870,669 39
	\$16,224,074 14

President.—JOSEPH BROWN.

Vice President.—HUDSON E. BRIDGE.

Directors.—Hudson E. Bridge, B. M. Chambers, T. B. Edgar, O. A. Hart, R. J. Lackland, G. E. Leighton, N. C. Chapman, W. M. McPherson, Joseph Brown, D. Ranken, Jr., A. Pearce, Jr., E. O. Stanard, B. Stickney.

Secretary and Treasurer.—J. C. PORTER.

Chief Eng. & Sup't.—THOS. MCKISSOCK.

Redemption of Five-twenty Bonds.

The following notice of the redemption of the Five-twenty bonds of 1862, was issued from the Treasury Department on the 20th inst:

By virtue of the authority given by an act of Congress approved July 14, 1870, entitled an act to authorize the refunding of the national debt, I hereby give notice that the principal and accrued interest of the bonds herein below designated, known as Five twenty bonds, will be paid at the Treasury of the United States, in the city of Washington, on and after the 20th day of March, 1872, and that the interest on said bonds will cease on that day, that is to say coupon bonds known as the second series, act of February 25, 1862, as follows: Coupon, second series, \$50, No. 5,461 to No. 10,775, both inclusive; \$100, No. 13,094 to No. 25,935, both inclusive; \$500, No. 7,965 to No. 18,179, both inclusive; \$1,000, No. 11,121 to No. 27,443, both inclusive; total, \$16,000,000; registered, \$50, No. 698 to 840, both inclusive; \$100, No. 5,080 to No. 5,991, both inclusive; \$500, No. 2,484 to No. 2,958, both inclusive; \$1,000, No. 11,009 to No. 13,150, both inclusive; \$5,000, No. 3,403 to No. 4,102, both inclusive; \$10,000, No. 8,900 to No. 4,774, both inclusive; total, \$4,000,000: grand total, \$20,000,000. Of the amount outstanding embraced in the numbers as above \$18,000,000 are coupon bonds and \$4,000,000 are registered bonds. Coupon bonds of the act of February 25, 1862, were issued in four distinct series. Bonds of the first series, all of which have been previously called in for redemption, do not bear the series designation upon them, while those of the second, third and fourth series are distinctly marked on the face of the bonds. United States securities forwarded for redemption should be addressed "Loan Division, Secretary's Office," and all registered bonds should be "assigned to the Secretary of the Treasury for redemption." The bonds specified in the notice of December 7th will be paid upon presentation, together with all interest due.

The earnings of the European and North American Railway in November, 1871, were \$25,603 74; in November, 1870, \$21,196 75; and in November, 1869, \$18,991 06.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	\$3,067,800	J. & J.	Jan. '72 3	Little Miami* 50	\$5,871,450	J. A. J. O.	Jan. '72 2	Warren (N. J.) 100	\$1,800,000	J. & D.	Dec. '71 3
Allegheny Valley 50	2,216,350	— & —		Little Schuylkill* 50	2,645,100	J. & J.	Jan. '72 3	Warwick Valley 100	225,000	A. & O.	Oct. '71 4
Atlantic and West Point 100	1,282,200	J. & J.	July '71 4	Long Island 50	3,000,000	M. & S.	Sept. '71 3	West Jersey 100	1,200,000	F. & A.	Aug. '71 4
Atlantic and Gulf 100	631,200	— & —		Louisv. Cin. and Lex. 50	1,623,483	J. & J.	July '69 2	Winchester & Potomac* 100	180,000	J. & J.	Jan. '72 3
" pref. 100	821,664	J. & J.	July '71 3	" 100	848,700	J. & J.	July '71 4	Winchester & Strasburg* 100	600,000	J. & J.	Jan. '72 3
Atlantic and St. Law* 100	2,494,900	M. & S.	Sept. '71 2	Louisville & Nashville 100	8,680,912	F. & A.	Aug. '71 4	Worcester and Nashua* 75	1,400,555	J. & J.	Jan. '72 6
" new 1870 100	1,500,000	— & —		Louisv. N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3				
Avon, Genesee & Mt. M* 100	194,250	A. & O.	Oct. '71 1	Lowell and Lawrence 100	200,000	A. & O.	Oct. '71 3				
Baltimore and Ohio 100	131,151,962	A. & O.	July '71 4	Lykens Valley 20	600,000	F. M. A. N.	Nov. '71 2				
" Washington 100	1,650,000	A. & O.	Oct. '71 5	Macon and Western 100	2,500,000	J. & D.	Dec. '71 5				
Parkersburg Br. pref. 50	5,680,685	— & —		Maine Central 100	3,400,000	— & —					
Berkshire* 100	600,000	J. A. J. O.	July '71 1	Manchester and Law 100	1,000,000	M. & N.	Nov. '71 5				
Blossburg & Corning* 50	250,000	J. & D.	Dec. '71 2	Marietta & Cincinnati 50	1,372,891	— & —					
Boston and Albany 100	10,150,800	M. & N.	Nov. '71 6	" 1st pref. 50	8,130,719	M. & S.	Sep. '66 38				
Bos. Clin. & Fitch. pref. 100	633,200	— & —		" 2d pref. 50	4,460,368	M. & S.	Sep. '66 38				
Agricultural Br. guar 100	60,000	J. & J.	July '71 3	Massissippi* 100	400,000	F. & A.	Aug. '71 4				
Bost. Jone. & Mont. pref. 100	800,000	M. & N.	Nov. '71 3	Memphis & Charleston 25	3,512,725	J. & D.	Jan. '69 3				
Boston and Lowell 500	2,215,000	J. & J.	July '71 4	Michigan Central 100	14,665,848	J. & J.	Jan. '72 5				
Boston and Maine 100	4,471,275	M. & N.	Nov. '71 5	Mill Creek & Minchill* 50	323,375	J. & J.	Jan. '72 5				
Boston and Providence 100	2,700,000	M. & N.	Nov. '71 5	Milwaukee and St. Paul 100	11,822,878	J. & J.	Dec. '70 7				
Buffalo, N. Y. and Erie* 100	950,000	J. & D.	Dec. '71 5	" 100	10,825,103	January	Jan. '71 7				
Burlington and Mo. Riv. 100	1,380,000	J. & J.	July '71 4	M. Hill & Sonnay, Haw. 50	3,586,460	J. & J.	July '72 3				
" pref. 100	1,083,400	J. & J.	July '71 4	Morris and Essex 50	11,900,500	J. & D.	Dec. '71 3				
Camden and Amboy* 100	5,847,800	J. A. J. O.	Jan. '72 7	Nashua and Lowell 100	72,000	M. & N.	Nov. '71 7				
Camden and Atlantic 50	377,100	— & —		Naugatuck 100	1,864,400	F. & A.	Aug. '71 8				
" pref. 50	752,760	— & —		Nequehoning Valley 50	1,000,000	M. & S.	Sept. '71 5				
Cape Cod 60	915,175	J. & D.	July '71 4	Newark and N. York* 100	977,400	J. & J.	Jan. '72 3	42d St. & G. St. Ferry 100	748,000	M. & N.	Nov. '71 5
Cape May and Millville* 50	447,000	J. & D.	Dec. '71 3	N. Bedford & Taunton 100	500,000	M. & N.	July '71 4	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '71 3
Catasauqua & Fogelsv. 50	426,900	Novemb.		N. Castle & Beaver Val. 50	1,500,000	J. & J.	Aug. '69 12	Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '72 3
Catasw* 50	1,156,600	— & —		N. Haven & Northamp. 100	665,000	J. A. J. O.	Oct. '71 2	Girard College (Ph.) 50	500,000	J. & J.	July '71 3
" pref. 50	2,200,000	M. & N.	Nov. '71 8	New Jersey* 100	7,256,200	J. A. J. O.	Jan. '72 7	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Cayuga and Susq* 50	589,110	J. & J.	July '71 4	New London Northern* 100	1,003,500	J. & J.	July '71 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '71 3
Cedar Rapids & Mo. R. 100	6,850,400	F. & A.	Aug. '71 4	N. York & New Haven 100	9,000,000	J. & J.	Oct. '71 4	Heston, Mantua & Fairm. 50	2,050,000	J. & J.	Jan. '72 4
" pref. 100	769,000	F. & A.	Aug. '71 4	" Certif. 100	4,428,230	A. & O.	Oct. '71 4	Lomb. & South Sts. (Ph.) 25	105,000	J. & J.	Oct. '70 6
Central of Georgia 100	4,666,300	J. & D.	Dec. '71 5	New York and Harlem 100	8,500,000	J. & J.	Jan. '72 4	Lyny and Boston 100	200,000	— & —	
Central of New Jersey 100	15,000,000	J. A. J. O.	Jan. '72 4	" pre 100	1,500,000	J. & O.	Oct. '71 4	Malden and Melrose 100	1,250,000	J. & J.	July '71 5
Central Ohio* 50	2,426,000	J. & D.	Dec. '71 3	N. York & New Haven 100	9,000,000	J. & J.	Jan. '72 5	Middlesex (Boston) 100	400,000	A. & O.	Oct. '71 3
" pref. 50	400,000	J. & D.	Dec. '71 3	" 100	1,000,000	J. & J.	July '71 4	Ninth Avenue (N. Y.) 100	197,320	— & —	
Cheung* 100	380,000	J. A. J. O.	Jan. '72 14	North Carolina* 100	4,000,000	irregular	July '71 5	Orange and Newark 100	282,555	— & —	
Cheeshire, preferred 100	2,100,000	J. & J.	July '71 2	" 100	111,000	M. & N.	May '67 4	Philadelphia City 100	750,000	J. & J.	July '71 3
Chicago and Alton 100	8,925,500	M. & S.	Sept. '71 5	North Pennsylvania* 50	3,150,150	January	Jan. '71 6	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
" pref. 100	2,425,400	M. & S.	Sept. '71 5	" 100	5,000,000	M. & N.	Nov. '71 7	Phila. and Grey's Ferry 50	284,775	J. & J.	July '70 2
Chicago, Burl. & Quincy 100	20,000,000	M. & S.	Sept. '71 5	" 100	3,068,400	F. & A.	Aug. '71 4	" 100	200,000	M. & N.	Nov. '68 6
Chicago, Iowa & Nebras* 100	3,916,300	J. & J.	Jan. '72 5	" 100	1,500,000	J. & J.	Jan. '72 4	Second & Third St. (Ph.) 50	962,000	J. & J.	July '71 3
Chicago & N. Western* 100	14,720,959	J. & D.	June '71 5	" 100	2,324,400	F. & A.	Jan. '72 5	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
" pref. 100	2,045,013	J. & D.	Dec. '71 3	" 100	1,051,800	J. & J.	Jan. '71 4	Sixth Avenue (N. Y.) 100	750,000	M. & N.	May '71 5
Chicago, R. I. & Pacific 100	19,000,000	A. & O.	Oct. '71 4	" 100	2,000,000	A. & O.	Oct. '71 4	Third Avenue (N. Y.) 100	1,170,000	F. M. A. N.	Aug. '71 4
Cin. Ham. & Dayton 100	3,500,000	A. & O.	Oct. '71 4	" 100	19,995,847	— & —		" 100	1,000,000	J. & N.	Nov. '71 3
Cin. Sand. and Clev. 50	2,967,800	— & —		" 100	4,024,474	J. & D.	Dec. '71 3	13th & 15th street (Ph.) 50	75,000	J. & N.	Nov. '71 3
" pref. 50	428,846	M. & N.	Nov. '71 3	" 100	4,024,474	J. & D.	Dec. '71 3	Somerville (Boston) 100	400,000	J. A. J. O.	Jan. '72 1
Clev. Col. Cin. & Ind. 100	13,94,000	F. & A.	Aug. '71 3	" 100	2,400,000	J. & D.	Dec. '71 3	" 100	200,000	M. & N.	Nov. '71 4
Cleveland & Mahoning* 50	2,057,589	M. & N.	Nov. '71 3	" 100	1,200,000	F. & A.	Dec. '71 3	" 100	1,000,000	F. & A.	Aug. '71 5
Cleveland & Pittsburgh* 50	7,494,850	F. M. A. N.	Nov. '71 2	" 100	2,000,000	J. & D.	Dec. '71 3	" 100	5,847,400	J. A. J. O.	Jan. '72 7
Col. Chic. & Ind. Cen. 100	13,000,000	J. A. J. O.	Oct. '71 2	" 100	6,004,300	J. & J.	Jan. '72 4	" 100	64,000	— & —	
Columbus and Xenia* 50	1,786,300	M. J. S. D.	Sept. '71 2	" 100	2,400,000	J. & J.	Jan. '72 4	" 100	8,739,800	M. & N.	May '67 3
Colum. & Hocking Val. 100	845,964	— & —		" 100	1,626,250	M. J. S. D.	Dec. '71 3	Lehigh Coal & Navigat. 50	1,003,500	J. & J.	July '71 5
Concord 100	1,600,000	M. & N.	Nov. '71 1	" 100	4,000,300	F. & A.	Jan. '72 4	" 100	1,025,000	F. & A.	Sept. '71 1
Concord and Ports 100	380,000	J. & J.	July '71 3	" 100	2,400,000	J. & D.	Dec. '71 3	" 100	1,175,000	F. & A.	Sept. '71 4
Conn. & Passn. p. B. I. 100	2,084,200	F. & A.	Aug. '71 3	" 100	2,000,000	J. & J.	Dec. '71 3	" 100	4,337,950	— & —	
Connecticut River 100	1,750,000	J. & J.	Jan. '72 5	" 100	4,000,000	J. & J.	Jan. '72 4	" 100	1,908,207	F. & A.	Aug. '71 35
Cooperstown and Susq 100	307,383	— & —		" 100	416,000	J. & J.	Apr. '72 1	" 100	2,888,977	F. & A.	Aug. '71 04
Cumberland & Vailev 100	1,325,000	A. & O.	Oct. '71 4	" 100	616,700	J. & J.	Jan. '72 3	" 100	2,002,746	— & —	
Danbury and Newrwl 50	400,000	M. J. S. D.	Dec. '71 4	" 100	202,400	A. & O.	Dec. '71 3	" 100	1,003,500	J. & J.	July '71 3
Delaware* 100	1,230,941	J. & J.	Dec. '71 3	" 100	1,500,000	J. & D.	Dec. '71 3	" 100	1,025,000	F. & A.	Sept. '71 34
" pref. 50	2,045,013	J. & J.	Dec. '70 6	" 100	1,626,250	M. J. S. D.	Dec. '71 3	" 100	1,175,000	F. & A.	Sept. '71 34
" pref. 50	2,095,000	J. & J.	Jan. '72 2	" 100	2,400,000	J. & D.	Dec. '71 3	" 100	4,337,950	— & —	
Dubuque & Sioux City* 100	5,000,000	J. & J.	Decemb.	" 100	2,000,000	J. & J.	Jan. '72 4	" 100	1,908,207	F. & A.	Aug. '71 35
East Pennsylvania* 50	1,309,200	J. & J.	July '71 4	" 100	471,000	J. & J.	Jan. '72 3	" 100	2,888,977	F. & A.	Aug. '71 04
East Mahanoy* 50	392,950	J. & J.	July '71 3	" 100	202,400	A. & O.	Dec. '71 3	" 100	2,002,746	— & —	
Eastern (Mass.) 100	4,082,600	J. & J.	July '71 4	" 100	1,500,000	J. & D.	Dec. '71 3	" 100	1,003,500	J. & J.	July '71 3
Eastern (N. H.) 100	492,500	J. & J.	Aug. '71 2	" 100	1,626,250	M. J. S. D.	Dec. '71 3	" 100	1,025,000	F. & A.	Sept. '71 34
Elmira, Jef. & Canand* 100	500,000	F. & A.	Nov. '71 2	" 100	2,000,000	J. & D.	Dec. '71 3	" 100	1,175,000	F. & A.	Sept. '71 34
Elmira & Wiliamsport* 50	500,000	M. & N.	July '71 3	" 100	6,000,000	J. & D.	Jan. '72 3	" 100	4,337,950	— & —	
" pref. 50	500,000	J. & J.	Feb. '66 4								

NATIONAL AND STATE SECURITIES.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Description of Bonds.	Amount.	Rate.	Interest Payable.	
			When.	Where.				When.	Where.
Adirondack:									
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....		
Alabama and Chattanooga:									
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:		
2d Mortgage.....	9,000pm	8	" "	"	1889	....	1st Mortgage (B., C. & P. of Pa.)	\$100,000	7
Alabama and Georgia:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Buffalo, New York and Erie:		
Albany and Susq. (D. & H. Canal):							1st Mortgage.....	2,000,000	7
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	380,000	7
2d Mortgage, 1866.....	2,000,000	7	April & Oct.	"	1886	94	Burlington, Cedar Rapids & Minn.:		
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	1st Mortgage conv. & skg f'd. gold	20,000pm	7*
Albany City Loan, 1865.....	1,000,000	6	" "	"	1895	....	Burlington and Missouri River:		
Allegheny Valley:							Stock Bonds redeem. in pref. st'k	600,000	7
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	94	Stock Bonds	1,999,380	8
1st Mortgage, Eastern Extension	48,000	7	.....	.....	.....	....	Stock Bonds conv. into com. st'k	1,250,000	8
Special Bonds to State of Penn.	3,500,000	5	.....	.....	.....	....	Stock Bonds	1,246,800	8
American Central (C. B. & Q.):							1st Mort. (Branch) bonds.....	900,000	8
1st Mortgage, traffic guar. 1868.....	800,000	8	Jan. & July.	New York.	1878	....	1st Mortgage land grant inconv.	5,060,020	7
Androscoggin:							Burlington & Mo. Riv. in Neb.:		
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	1st Mort. for \$6,000,000, conv.	3,300,000	8
Androsc. & Kennebec (Maine C.):							California Pacific:		
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	1880-91	86	1st Mortgage, sinking fund.....	2,250,000	7*
Atchison, Topeka and Santa Fe:							Camden and Amboy:		
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	80	Sterling Bonds, £288,600 @ 4.84.	1,396,824	6*
Atlanta and Richmond Air Line:						....	Dollar Loan of 1875.....	675,000	6
1st Mortgage tax free, 1870.....gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Dollar Loan of 1883.....	1,700,000	6
Atlantic and Great Western:						....	Dollar Loan of 1889.....	866,000	6
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	London & N. Y.	'76-'84	....	Consolidated Loan.....	4,929,200	6
2d Mortgage (N. Y. Penn. & O.)	3,908,000	7*	" "	"	'81-'83	....	Sterling (United Co's) Loan.....	1,846,000	6
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	Dollar (United Co's) Loan.....	154,000	6
Atlantic and Gulf:							Camden and Atlantic:		
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1853.....	490,000	7
Atlantic, Mississippi and Ohio:							2d Mortgage of 1854.....	500,000	7
1st Mortgage on whole line.....	15,000pm	7	.....	New York.	1901	....	Camden and Burlington County:		
Atlantic and North Carolina:							1st Mortgage of 1865.....	308,000	6
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	Carthage & Burlington (C.B. & Q.):		
Atlantic and Pacific:							1st Mortgage guar. and free tax.	600,000	8
Land Mort. (500,000 acres)....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	Catawissa:		
1st Mortgage (So. Pacific)....gold	7,250,000	6*	" "	"	1888	....	1st Mortgage.....	232,000	7
Atlantic and St. Lawrence:							Cedar Falls and Minnesota (I.I.C.):		
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....	1st Mort. (C. F. to Waver. 1d m.)	294,000	7
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7
2d Mortgage, sterling.....	885,500	6*	" "	London.	1884	....	Cedar Rapids & Mo. Riv. (C&N.W.):		
Sterling Loan of 1864 (5-20s)....	434,000	6*	May & Nov.	"	1878	....	1st Mortgage Land Grant.....	3,617,000	7
Bald Eagle Valley (Penn. R.R.):							Central Branch Union Pacific:		
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*
2d Mortgage.....	100,000	7	" "	"	1884	....	2d Mortgage Governm't subsidy.....	1,600,000	6
Baltimore and Ohio:							Central of Georgia:		
Loan of 1855, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96	1st Mortgager.....	789,000	7
Loan of 1850.....	570,500	6	" "	"	1880	96	Central of Iowa:		
Loan of 1853.....	1,710,500	6	April & Oct.	"	1880	96	1st Mort. conv. & tax free....gold	16,000pm	7*
Loan of 1870.....	3,872,000	6*	March & Sept.	London.	1895	95	2d Mortgage.....	254,000	7
Bald Eagle Valley (Baltimore) skg fd.	8,000,000	6*	Jan. & July.	Baltimore.	1890	....	New Loan for \$5,000,000.....	2,837,000	7
Baltimore and Potomac:							Central Ohio (B. & O.):		
1st Mort. of '69 for \$3,000,000 g'd.....	6*	Jan. & July.	New York.	1899	....	1st Mortgage guaranteed.....	2,500,000	6	
Bangor and Piscataqua:							Central Pacific of California:		
1st Mortgage (Bangor) loan.....	580,000	6	April & Oct.	Bangor.	1890	....	1st Mortgage.....	26,010,000	6*
Barclay Coal:							Subordinate Loan (Int. by State).....	1,500,000	7*
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Convertible bonds.....	1,500,000	7*
Bay City and East Saginaw:							Income bonds.....	10,000,000	....
1st Mort. by F. & P. M.R. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charleston and Savannah:		
Bay de Nocquet and Marquette:							1st Mortgage guar. by S. Car.	505,000	6
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	Charlotte, Columbia & Augusta:		
Belfast and Moosehead Lake:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7
1st Mort. guar. by M.C.C. gold.....	150,000	6*	May & Nov.	Portland.	1890	....	1st Mort. (Col. & Aug. 85 m.)	371,500	7
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	1st Mortgage (consol. 195 m.).....	786,000	7
Belleville and Snow Shoe:							Cheraw and Darlington:		
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage.....	150,000	7
Beloit and Madison (C. & N.W.):							2d Mortgage.....	75,000	7
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Charleston, Cherry Valley, Sharon & Albany:		
Belvidere Delaware:							1st Mortgage convertible.....	300,000	7
1st Mortgage (guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....	Chesapeake and Ohio:		
2d Mortgage { Camden and }	499,500	6	March & Sept.	Princeton.	1886	82	Consol. sinking fund, gold (428 m.)	15,000,000	6*
3d Mortgage { Amboy. }	745,000	6	Feb. & Aug.	"	1887	83	1st Mort. (Va. Cen. R.R. 206 m. gr.)	100,000	6
Blue Ridge, (S. Car.):							2d Mort. (" ")	186,500	6
1st Mortgage guar. by State gold	4,000,000	7*	Jan. & July.	Charleston.	1896	....	3d Mort. (" ")	901,000	6
Boston, Clinton and Fitchburg:							Income.....	300,000	8
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....	Cheshire:		
Equalization or consol. bonds.....	248,000	6	" "	"	1880	....	Plain bonds.....	771,000	6
2d Mortgage of 1869-'70.....	152,500	7	" "	"	1882	....	Chester Creek:		
Boston, Concord and Montreal:							1st Mortgage.....	185,000	6
1st Mort. (Conc. to War. 71 m.)	15,000	7	Feb. & Aug.	New York.	1865	....	2d Mortgage.....	185,000	6
2d Mort. conv. (1st M. on 22 1/2 m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester & Chicago Br. Junction:		
2d Mort. conv. (1st M. on 22 1/2 m.)	200,000	7	" "	New York.	1870	....	1st Mortgage sinking fund.....	1,000,000	10
Sinking Fund Mortgage.....	507,000	6	" "	Boston.	1889	92	Chester and Tamaroa:		
Boston, Hartford and Erie:							1st Mortgage.....	660,000	7*
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	2d Mortgage.....	500,000	7
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1890	29	Charleston:		
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....	1st Mortgage, pref. sinking fund.....	308,000	7
Miss. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....	1st Mortgage.....	2,400,000	7
Boston and Lowell:							2d Mortgage Income.....	1,100,000	7
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	Chicago, Burlington and Quincy:		
Script certificates.....	380,000	3	January.	"	1873	....	Trust Mortgage skg fund.....	2,825,000	8
Wharf purchase bonds.....	200,000	6	April & Oct.	"	1879	....	Trust Mortgage, skg fund conv.	150,000	8
1st Mort. endorsed by Ga....gold	3,630,000	6*	April & Oct.	New York.	1908	....	Trust Mortgage.....	400,000	7
2d Mort. sinking fund....gold	2,350,000	7*	" "	"	1893	....	2d Mort. (4 p.c. after Jul. '75) gold	941,000	4
Buffalo, Bradford and Pittsburg:							American Cen. R.R. (57 m.) guar.	738,002	8
1st Mortgage guar. by Erie.....	580,000	7	May & Nov.	New York.	1878	....	Carthage & Burl. R.R. (30 m.) guar.	600,000	8
Bonds of Buff. and State Line.....	100,000	7	Jan. & July.	New York.	1878	....	Dix, Peo. & Han. R.R. (45 m.) guar.	800,000	8
Bonds of Buff. and State Line.....	200,000	7	" "	"	1882	....	Illinois Gr. Trunk RR (44 m.) guar.	960,000	8
Bonds of Erie and Northeast....	300,000	7	March & Sept.	"	1886	....	Keokuk & St. Paul (42 1/2 m.) guar.	1,000,000	8
Consel. bonds of April 1, 1866.....	3,000,000	7	April & Oct.	"	1896	....	Ott., Osw. & Fox R.R. (70 m.) guar.	1,260,000	8
							Peoria & Haubn. RR (31 1/2 m.) guar.	600,000	8
							Quincy & War. R.R. (40 m.) guar.	800,000	8
							Chicago and Great Eastern:		
							Construction Bonds.....	400,000	7
							Income Bonds.....	300,000	7
							New York.	1885	88
							"	1885	88

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisville:							Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes:							2d Mortgage.....	118,000	7	Jan. & July.	"	1880	....
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87	Columbus, Springfield and Cin.:						
Chicago, Dubuque & Minnesota:							1st Mortgage for \$1,000,000.....		7		New York.	18-	....
1st Mortgage guaranteed.....	26,000pm	7	April & Oct.	New York.	1901	89	Columbus and Xenia:						
Chicago and Illinois Southern:							1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Concord and Claremont:						
Chicago, Iowa and Nebraska:							1st and 2d Mortgage.....	374,000	6		Boston.	Due.	....
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	96	Connecticut and Passaic Riv.:						
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	1st Mortgage skg fund, 1856.....	455,800	6	June & Dec.	Boston.	1876	92
Chicago & Milwaukee(C. & N.W.):							Notes payable, coupon tax free.....	559,429	7	"	"	1876	99
1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Connecticut River:						
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	"	1898	96	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Chicago and Northwestern:							1st Mortgage.....	81,500	7		Hartford.	18-	....
Pref. sinking fund b'ds (193 m.):	1,245,500	7	Feb. & Aug.	New York.	1885	101	Connecticut Western:						
Interest (f'ded coup. b'ds) (193m.):	755,000	7	May & Nov.	"	1883	94	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	89
1st Mortgage General (193 m.):	3,588,000	7	Feb. & Aug.	"	1885	99	Connecting (Philadelphia):						
1st Mortgage, Appleton Ext.	184,000	7	"	"	1885	....	1st Mortgage.....	30,000	6		Boston.	18-	....
1st Mortgage, Green Bay Ext.	300,000	7	"	"	1885	....	Contoocook River:						
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	....	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1882	....	Coun. Bluffa & St. J. (K. St. J. & C. B.):						
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	"	1875	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	"	1884	....	2d Mortgage.....	150,000	10	"	"	1872	....
1st Mort. (Elgin and State Line):	135,000	7	"	"	1878	....	Covington and Lexington (Ky. Cen.):						
1st Mortgage (Peninsula):	767,000	7	March & Sept.	"	1898	....	1st Mortgage.....	120,000	7	March & Sept.	New York.	1872	....
Consol. skg fund Mort. (800 m.):	2,590,000	7	May & Nov.	"	1915	92	2d Mortgage March 1862.....	344,000	7	"	"	1883	....
Equipment Mortgage.....	275,000	10	"	"	1871	....	3d Mortgage June 1866.....	237,000	7	June & Dec.	"	1886	....
1st Mort. (Chic. & Mil. R.R.) 45m.:	397,000	7	May & Nov.	"	1874	....	Cumberland Coal and Iron:						
2d Mort. (Mil. & Chi. R. R.) 40m.:	182,000	7	March & Sept.	"	1874	....	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891	....
3d Mort. (") 40m.:	10,500	7	June & Dec.	"	1898	....	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	"	1888	....
1st Mort. (Chi. & Mil. R. R.) 85m.:	1,185,000	7	Jan. & July.	"	1898	96	1st Mort. (George's Cr.) assumed.....	98,500	6	June & Dec.	"	1881	....
1st Mort. (Bel. & Mad. R.R.) 46m.:	333,000	7	"	"	1888	....	Cumberland Valley:						
1st Mort. (Mad. Rexten.) 128 m. f'd	3,150,000	7*	April & Oct.	"	1911	....	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7	Jan. & July.	"	1911	....	2d Mortgage.....	109,500	8	"	"	1908	....
Chicago & Mich. Lake Shore:							Plain bonds.....	81,500	8	Jan. & July.	"	1884	....
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	84	Danbury and Norwalk:						
Chicago, Pekin & Southwestern:							1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1890	....
1st Mortgage .....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	1st Mortgage of 1889.....	200,300	7	"	"	1890	....
Chicago, Rock Island and Pacific:							Davenport and St. Paul:						
1st Mortgage (consol.):	8,000,000	7	Jan. & July.	New York.	1896	103	1st Mortgage of June 1, 1870.....	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Chi. & Southw'ns(C. R. I. & Pac.):							20,000pm	7	June & Dec.	New York.	1890	....
Chillicothe & Brunswick (N. Mo.):	5,000,000	7*	May & Nov.	New York.	1889	....	Dayton and Michigan:						
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	"	1894	....	1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
Cincinnati & Balt. (Mar. & Cin.):	600,000	7	April & Oct.	Baltimore.	18-	....	2d Mortgage.....	642,000	7	March & Sept.	"	1879	....
Cincinnati, Hamilton and Dayton:							3d Mortgage.....	700,000	7	April & Oct.	"	1888	....
1st Mort. of 1863 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....	Dayton and Union:						
3d Mortgage of 1867, skg fund.:	282,000	8	June & Dec.	"	1877	....	1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
Cinc. and Indiana (C. L. & Chi.):							2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	Income Bonds.....	252,445	6	"	"	1879	....
Cincinnati and Indianapolis Junc.:							Dayton and Western:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	1st Mortgage.....	433,000	6	"	"	1905	....
1st Mortgage (Newcastle Br.):	250,000	7	June & Dec.	"	1884	....	Decat'vr & E. St. Louis (T. W. & W.):						
Cincinnati, Lafayette and Chi.:							1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....	20,000pm	7*	March & Sept.	New York.	1901	....	Delaware:						
Cin. and Martinsville (C. & Laf.):							1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	2d Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
Cincinnati, Richmond & Chicago:							Guaranteed Bonds.....	170,000	6	"	"	1876	....
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Exten. (Seaf. to Delmar) bonds.....	100,000	6	"	"	1875	....
Cincinnati, Sandusky and Clev.:							1st Mort. (Lack. & Western):	100,000	6	"	"	1880	....
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	82	1st Mort. (Eastern Ext.):	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (San. Day. and Cin.):	988,000	6	Feb. & Aug.	Boston.	1900	77	2d Mort. (General):	1,111,000	7	April & Oct.	"	1876	101
1st Mort. (San. City and Ind.):	350,000	7	March & Sept.	"	1877	91	1st Mort. (General):	1,633,000	7	March & Sept.	"	1881	97
Cincinnati and Zanesville:							Denver Pacific:						
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	1st Mortgage (Land grant)....gold	2,500,000	7*	May & Nov.	New York.	1897	....
Clev. Col. and Cinc. (C. C. C. & I.):							Den Moines Valley:						
1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	'71-'84	....	1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
Clev. Col. Cin. & Indianapolis:							1st Mortgage Land grant.....	4,690,000	8	"	"	1898	....
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	98	Income Bonds.....	462,000	7	Jan. & July.	"	1884	....
1st Mort. (C. C. and C. R. R.):	365,000	7	June & Dec.	"	'71-'84	....	Detroit, Hillsdale and Indiana:						
1st Mort. (Bell. and Ind. R. R.):	646,000	7	Jan. & July.	"	'70-'95	....	1st Mort. (16,000 p. m.)....guar.	1,080,000	8	June & Dec.	New York.	1890	87
Cleveland and Mahoning:							1st Mortgage.....	2,500,000	7*	May & Nov.	New York.	1897	....
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	1st Mortgage....	2,310,000	8	April & Oct.	New York.	1877	....
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	....	1st Mortgage Land grant.....	4,690,000	8	"	"	1898	....
1st Mort. (Hubbard Br.) skg Fd:	117,500	7	Jan. & July.	"	1881	....	Income Bonds.....	462,000	7	Jan. & July.	"	1884	....
Clev. Mt. Vernon and Delaware:							Detroit, Lansing & L. Michigan:						
1st Mort. for \$1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
Clev., Painesv. & Ash. (L. Shore):							1st Mortgage Ionia and Lansing:	770,000	8	Jan. & July.	"	1879	....
1st Mortgage Sunbury and Erie:							2d Mortgage Ionia and Lansing:	300,000	8	May & Nov.	"	1880	....
2d Mortgage (registered).....	1,000,000	7	"	"	1880	97	Detroit and Milwaukee:						
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	94	1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1876	....
Cleveland and Pittsburg:							2d Mortgage.....	1,000,000	8	"	"	1875	....
2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	....	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	....
3d Mortgage.....	1,358,000	7	May & Nov.	"	1875	95	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	....
4th Mortgage.....	1,104,844	6	Jan. & July.	"	1892	85	Bonds of June 30, 1866, (cond.):	1,916,639	6	"	"	1866	....
Consol. skg f'd Mort. \$5,000,000.	528,000	7	May & Nov.	"	1900	92	Bonds of Sept. 6, 1866.....	300,000	6	March & Sept.	New York.	1890	....
Cleveland & Toledo (L.S. & M. So.):					</td								

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.			Description of Bonds.	Amount.	Interest Payable.		
		When.	Where.	Due.			When.	Where.	Due.
Dubuque and Sioux City:									
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	Grand River Valley (Mich. C.)		
1st Mortgage (construction).....	600,000	7	" " "	"	1894	...	1st Mortgage, guaranteed.....	\$1,000,000	8
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	...	2d Mortgage, guaranteed.....	500,000	8
Dutchess and Columbia:							Greenville and Columbia:		
1st Mortgage Jan. 1, 1883.....	1,500,000	7	Jan. & July.	New York.	1903	...	1st Mortgage guar. by S. Car.	1,426,546	7
East Brandywine & Waynesburg:							1st Mortgage not guaranteed.....	376,766	7
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	...	Greenwich and Johnsonville:		
2d Mortgage.....	35,000	8	" "	"	1873	...	1st Mortgage.....	130,000	7
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7
1st Mortgage, guar. Skg Fund.....	465,000	7	March & Sept.	Philadelphia.	1888	90	Hackensack & New York (Erie):		
East Tenn. & Georgia (E.T. V.&G.):							1st Mortgage of May 1, 1869.....	129,100	7
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	...	Hannibal and Naples:		
Interest bonds (funded coupons).....	136,400	7	" "	"	1876	...	1st Mortgage of Nov. 1, 1868.....	675,000	7
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):		
1st Mortgage, consol skg fund.....	3,500,000	7	Jan. & July.	New York.	1900	...	1st Mortgage guaranteed.....	15,000pm	7
Eastern Mass.:							Hannibal and St. Joseph:		
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	...	Mo. State Loan, 1851.....	1,500,000	6
Loan of 1862, sterling.....	383,000	6*	Jan. & July.	London.	1872	...	Mo. State Loan, 1855.....	1,500,000	6
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	...	Six years' Mortgage bonds.....	69,000	10
Loan of 1865.....	160,000	6	April & Oct.	"	1885	...	Three years' notes.....	810,000	8
Loan of 1868.....	1,000,000	6	March & Sept.	"	1888	...	Five years' notes.....	1,024,300	8
Loan of 1869.....	500,000	6	May & Nov.	"	1889	...	Fifteen years' bonds.....	1,209,500	8
Eastern Railroad 1st Mortgage.....	194,400	6	Jan. & July.	"	1876	90	1st Mort. (Q. and Palmyra R.R.).....	500,000	8
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam.R.R.).....	1,200,000	7
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	...	Land Mortgage.....	1,503,700	7
2d Mortgage.....	180,000	6	April & Oct.	"	1886	...	Convertible Mortgage.....	5,600	7
Ellis' Pittsfield and Paducah:							Hanover Branch (Mass.):		
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	...	1st Mortgage.....	60,000	7
Elmira and Williamsport (N. Cen.):							Jan. & July. Boston.	1899	...
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	Harlem Extension:		
Income Mortgage.....	570,000	5	May & Nov.	"	1872	...	1st Mortgage of Jan. 1, 1870.....	4,000,000	7
Real Estate (Elmira) bond.....	50,000	7	.....	"	.....	...	Harrisburg & Lancaster (Pa. R.R.):		
Eric Railway:							1st Mortgage, guaranteed.....	700,000	6
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1871	100	Hartford and New Haven:		
2d Mortgage, convertible.....	4,000,000	7	March & Sept.	"	1879	95	1st Mortgage.....	754,000	6
3d Mortgage.....	6,000,000	7	" "	"	1883	91	Hartford, Providence and Fishkill:		
4th Mortgage, convertible.....	4,441,000	7	April & Oct.	"	1880	89	1st Mort. (R. Island 26.32 m.).....	481,000	7
5th Mortgage, convertible.....	926,500	7	June & Dec.	"	1888	83	1st Mort. (Connecticut 96.04 m.).....	1,574,500	7
Buffalo Branch 1st mortgage.....	186,400	7	Jan. & July.	"	1891	...	Hastings and Dakota:		
Sterling Stock (\$1,000,000) conv. Eric and Pittsbugg (Pa.):	4,844,400	6*	March & Sept.	London.	1875	...	1st Mortgage.....	20,000pm	7
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	...	Jan. & July. New York.	1891	...
2d Mortgage.....	153,000	7	March & Sept.	"	1890	...	1st Mortgage (part collateral).....	1,000,000	6
Consolidated Mortgage tax free.....	1,674,000	7	Jan. & July.	"	1893	...	Housatonic:		
European & North American:							1st Mortgage sinking fund.....	191,000	7
B'g or L'n. 1st on 65 m. & 2d on 45 m. 1st m. R. R. & L'd. (B. to W. in 45 m)	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	...	2d Mortgage.....	100,000	7
2,000,000	6*	" "	"	"	1899	...	3d Mortgage of 1/69.....	50,000	7
Evansville and Crawfordsville:							Houston and Texas Central:		
1st Mortgage (Ev. Ill. R.R.).....	350,000	7	Jan. & July.	New York.	1889	...	1st Mortgage L.G. skg fund, gold Hudson River (N. Y. Cen. & H. R.):		
1st Mortgage (Ev. Chi. R.R.).....	740,000	7	May & Nov.	"	1889	...	1st Mortgag.....	200,000	7
1st Mort. (Rockville Extension).....	150,000	7	Feb. & Aug.	"	1881	...	2d Mortgage, sinking fund.....	1,894,000	7
Consolidated Mortgage.....	.....	7	Jan. & July.	"	1890	...	3d Mortgage.....	180,000	7
Evansville, Henderson & Nashville:							Huntington and Broad Top Mt.:		
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	...	1st Mort. (extended 1870 to 1890).....	416,000	7
Fall River, Warren & Providence:							2d Mortgage.....	326,500	7
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	...	1st Mortgage (Consol.).....	1,069,000	7
Flemington (Bel. Del.):							Illinois Central:		
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	...	1st Mortgage Construction.....	3,090,000	7*
Flint and Pere Marquette:							1st Mortgage Construction.....	332,000	6*
1st Mortgage L. G., 1st mort.	267,000	7	May & Nov.	New York.	1880	...	Redemption currency.....	2,500,000	6
1st Mortgage L. G., 2d mort.	319,000	7	Jan. & July.	"	1887	...	Redemption, sterling.....	2,500,000	6*
1st Mortgage L. G., 3d mort.	1,200,000	8	March & Sept.	"	1888	...	Illinois and South. Iowa (T. W. & W.):		
1st Mort. Holly R. R. bds (\$25,000 a yr) Fushing & North Side (L. I.):	500,000	10	May & Nov.	"	1888	...	1st Mortgage.....	300,000	7
1st Mort. "n & Gloverville:	825,000	7	Jan. & July.	New York.	1889	...	Feb. & Aug. New York.	1882	88
Fonda, Johnst.:	300,000	7	.....	New York.	1889	...	June & Dec. " 1885	1890	101
1st Mortgage.....	1,500,000	8	Jan. & July.	New York.	1889	...	1st Mortg.	1,539,500	7
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	...	2d Mortg.	2,770,000	7
1st W. Muncie & Cin. (F. W. J. & S.):	1,500,000	7*	Jan. & July.	New York.	1889	...	1st Mortg.	1,566,000	7
1st Mortgage guaranteed..... gold Galena & Chic. Union (C. & N. W.):	1,500,000	7	Feb. & Aug.	New York.	1882	105	1st Mortg.	500,000	7
1st Mortgage.....	1,807,000	7	May & Nov.	"	1875	96	1st Mortg.	1,500,000	7*
2d Mortgage.....	985,000	7	" "	"	1884	...	1st Mortg.	1,500,000	7*
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	New York.	1889	...	1st Mortg.	1,500,000	7
Georgia:							1st Mortg.	397,000	7
Bonds (various).....	681,000	7	Jan. & July.	Atlanta.	71-86	...	Jan. & July. New York.	1882	108
Goshen and Deckertown (Erie):							1st Mortg.	2,750,000	7*
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	...	Jan. & July. N.Y. & Lond.	1900	...
Gr. Rapids & Indiana (P.F. W. & C.):							1st Mortgage, conv. gold	5,000,000	7*
1st Mortgage guar half yr.... gold	4,000,000	7*	Jan. & July.	New York.	1893	...	1st Mortgage, conv. gold	1,500,000	8
1st Mortgage half year.... gold	4,000,000	7*	April & Oct.	"	1899	...	2d Mortg.	1,500,000	8
Grand Trunk (Ca.):							Indianapolis, Cin. and Lafayette:		
1st Preference Bonds £703,325	13,516,625	5*	Jan. & July.	London.	.....		1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7
2d Preference Bonds £1,610,284	8,051,320	4*	" "	"	...		1st Mortgage (I. C. & L.) 179 m.	2,770,000	7
3d Preference Stock £758,510	3,792,550	4*	" "	"	...		1st Mortgage (C. & L.) 179 m.	1,566,000	7
4th Preference Stock £5,571,210	27,855,005	4*	" "	"	...		1st Mortg. (C. & L.), 10, 15 & 20 yrs.	500,000	7
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	...		1st Mortg. (C. & L.), 10, 15 & 20 yrs.	1,500,000	7*
Postal & Military bds £1,200,000	9,000,000	6*	Feb. & Aug.	"	...		1st Mortg. gold	1,500,000	7*
Provincial Debentu's £3,111,500	15,537,500	6*	.....	"	...		1st Mortg. gold	1,500,000	7
Great Falls and Conway:							1st Mortg. gold	397,000	7
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	1878	...	1st Mortg. gold	1,700,000	7
Great Western (Canada):							2d Mortg.	1,450,000	7
Perpetual Debentures.....	227,273	5*	—	London.	71-73	...	3d Mortg.	770,000	8
Mortgage Bonds.....	2,076,176	4*	—	"	"	...	4th Mortg.	300,000	8
Mortgage Bonds.....	2,375,906	6*	—	"	"	...	5th Mortg.	2,960,000	7
Mortgage Bonds.....	618,066	6*	—	"	"	...	6th Mortg.	18,000pm	8
Mortgage Bonds.....	2,300,333	5*	—	"	"	...	7th Mortg.	1,700,000	7
Mortgage Bonds.....	301,733	5*	—	"	"	...	8th Mortg.	1,450,000	8
Mortgage Bonds.....	4,866	5*	—	"	"	...	9th Mortg.	100,000	8
St. Western of Illinois (T. W. & W.):							10th Mortg.	100,000	8
1st Mortgage (W. of Decatur).....	687,000	10	April & Oct.	New York.	1871	...	11th Mortg.	496,000	8
1st Mortgage (G. W. R. R. of 1869).....	2,500,000	7	Feb. & Aug.	"	1888	...	12th Mortg.	96,000	7
2d Mortgage (G. W. R. R. of 1869).....	2,500,000	7	May & Nov.	"	1893	...	13th Mortg.	2,000,000	7
Great Falls and Conway:							14th Mortg.	2,107,000	7
Great Western (Canada):							15th Mortg.	4,195,000	8
Perpetual Debentures.....	227,273	5*	—				16th Mortg.	80,000	8
Mortgage Bonds.....	2,076,176	4*	—				17th Mortg.	1,450,000	8
Mortgage Bonds.....	2,375,906	6*	—				18th Mortg.	100,000	8
Mortgage Bonds.....	618,066	6*	—				19th Mortg.	100,000	8
Mortgage Bonds.....	2,300,333	5*	—				20th Mortg.	100,000	8
Mortgage Bonds.....	301,733	5*	—				21st Mortg.	100,000	8
Mortgage Bonds.....	4,866	5*	—				22nd Mortg.	100,000	8
St. Western of Illinois (T. W. & W.):							23rd Mortg.	100,000	8
1st Mortgage (W. of Decatur).....	687,000	10	April & Oct.	New York.	1871	...	24th Mortg.	100,000	8
1st Mortgage (G. W. R. R. of 1869).....	2,500,000	7	Feb. & Aug.	"	1888	...	25th Mortg.	100,000	8
2d Mortgage (G. W. R. R. of 1869).....	2,500,000	7	May & Nov.	"	1893	...	26th Mortg.	100,000	8
Great Falls and Conway:							27th Mortg.	100,000	8
Great Western (Canada):							28th Mortg.	100,000	8
Perpetual Debentures.....	227,273	5*	—				29th Mortg.	100,000	8
Mortgage Bonds.....	2,076,176	4*	—				30th Mortg.	100,000	8
Mortgage Bonds.....	2,375,906	6*	—				31st Mortg.	100,000	8
Mortgage Bonds.....	618,066	6*	—				32nd Mortg.	100,000	8
Mortgage Bonds.....	2,300,333	5*	—				33rd Mortg.	100,000	8
Mortgage Bonds.....	301,733	5*	—				34th Mortg.	100,000	8
Mortgage Bonds.....	4,866	5*	—				35th Mortg.	100,000	8
St. Western of Illinois (T. W. & W.):							36th Mortg.	100,000	8
1st Mortgage (W. of Decatur).....	687,000	10	April & Oct.	New York.	1871	...	37th Mortg.	100,000	8
1st Mortgage (G. W. R. R. of 1869).....	2,500,000	7	Feb. & Aug.	"	1888	...	38th Mortg.	100,000	8
2d Mortgage (G. W. R. R. of 1869).....	2,500,000	7	May & Nov.	"	1893	...	39th Mortg.	100,000	8
Great Falls and Conway:							40th Mortg.	100,000	8
Great Western (Canada):							41st Mortg.	100,000	8
Perpetual Debentures.....	227,273	5*	—				42nd Mortg.	100,000	8
Mortgage Bonds.....	2,076,176	4*	—				43rd Mortg.	100,000	8
Mortgage Bonds.....	2,375,906	6*	—				44th Mortg.	100,000	8
Mortgage Bonds.....	618,066	6*	—				45th Mortg.	100,000	8
Mortgage Bonds.....	2,300,333	5*	—				46th Mortg.	100,000	8
Mortgage Bonds.....	301,733	5*	—		</td				

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.	Price.				When	Where.	Due.	Price.	
Jeffersonville, Madison & Indiana:							Lehigh Valley:							
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	...	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872	...	
5d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	...	1st Mort. of 1863 (coup & reg.) free	3,343,000	6	June & Dec.	"	1868	94	
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	"	1882	...	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	"	"	1900	101	
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	"	1873	...	1st Mort. (Hazleton R. R.) of 1862	182,000	6	April & Oct.	"	1872	...	
Louisville Loan (Jefferson R. R.)	74,000	6	"	"	1882	...	Lewey's Island (S. C. & P.):							
Jolet and Chicago (C. & Alton):							1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...	
1st Mortgage big fund guar.....	410,000	8	Jan. & July.	New York.	1882	106	Little Miami & Colum. & Xenia:							
Jolet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	...	
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	...	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	...	
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	...	
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	...	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"	1906	...	
2d Mortgage.....	800,000	7	March & Sept.	"	1893	...	1st Mortgage (").....	432,000	6	"	"	1906	...	
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	...	Little Rock and Fort Smith:							
Junction, Philadelphia:							1st Mortgage for \$3,500,000 gold							
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	...	Little Rock, Pine Bluff & N. O.:							
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90	1st Mortgage (").....							
Junction and Breakwater:							1st Mortgage (P. & Rdg.):							
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	...	1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	...	
Kalam, Alleg. & Gr. R. (L.S. & M.S.):							Logansport, Crawf. & Swstn Ind.:							
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	95	1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1890	...	
Kalamazoo, & S. Haven (M. Cen.):							Long Branch and Sea Shore:							
1st Mortgage, guaranteed.....	640,000	8	May & Nov.	New York.	1889	104	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	...	
Kalam & Three Riv. (L.S. & M.S.):							Long Island:							
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	...	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	...	
Kalam & W. Pigeon (L.S. & M.S.):							1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	...	
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	...	1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	"	1893	...	
Kansas City and Santa Fe:							General Mortgage of 1869.....	75,000	8	"	"	1890	...	
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	...	Louisville & Miss. Riv. (Ch. & Al.):							
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage, guaranteed.....	20,000	7	Jan. & July.	New York.	1889	...	
1st Mortgage (consolid.) 264 m.	687,000	8	March & Sept.	N.Y. & Bost'n.	1890	...	Louisville, Cincin. and Lexington:							
1st Mort. (C. B. & St. Jo. 52 m.	500,000	7	Jan. & July.	"	1880	...	1st Mortgage (Cincinnati Br.).....	3,000,000	7	Jan. & July.	New York.	1897	...	
2d Mort. (" ").....	150,000	10	"	"	1872	...	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900	...	
1st Mort. (St. Jo. & C. B. 80 m.	1,400,000	10	March & Sept.	"	1892	97	1st Mort. (Lo. & Frankfort Br.	82,000	6	Jan. & July.	"	71-80	...	
2d Mort. (" ").....	539,500	8	June & Dec.	"	1874	91	Louisiv. Loan (").....	100,000	6	"	"	1881	...	
1st Mort. (Mo. Valley 61 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	...	1st Mort. (Lex. & Frankfort).....	25,000	6	"	"	1874	...	
2d Mort. (" ").....	1,500,000	7	"	"	1893	...	Louisville and Nashville:							
Kansas Pacific (U. Pac. E. D.):							1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	...	
1st Mort. on R. R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	...	Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	86-87	...	
1st Mort. on R. R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	...	Louisville Loan (Lebanon Br.).....	225,000	6	May & Nov.	"	1887	...	
1st Mort. on Branch 34 m....	600,000	7	May & Nov.	"	1896	...	1st Mortgage (Memphis Br.).....	197,000	7	"	"	71-75	...	
Land Gr. Mort. on 2,000,000 acres.....	318,000	7	March & Sept.	"	'71-'76	...	1st Mortgage (Bardstown Br.).....	1,000	7	Jan. & July.	"	1870	...	
1st M. on R. R. 245 m. & 3,000,000 a.	6,500,000	7	May & Nov.	"	1899	...	1st Mort. (Lebanon Br. Ext.).....	88,000	7	May & Nov.	"	80-85	...	
2d M. on L. of 380th m. gold	2,000,000	6	Jan. & July.	"	1880	...	Louisville Loan (Leb. Br. Ext.).....	333,000	6	April & Oct.	"	1893	...	
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	"	"	'95-'97	...	Consolid. mort. of April 1, 1868.	5,500,000	7	"	"	1898	...	
3d Mort. Income on 428 m.	4,276,000	7	(after 5 years.)	"	1916	...	Lowell & Lawrence (B. & L.):							
Kent County (Del.):							1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	...	
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1870	...	Macon and Brunswick:							
Kentucky Central (Cov. & Lex.):							1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	1879	...	
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	...	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889	...	
2d Mortgage March 1863.....	844,000	7	"	"	1883	...	3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	"	1890	...	
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	...	Equipment Mortgage.....	150,000						
Keokuk, Iowa City and Minn.:							Macon and Western:							
1st Mortgage.....	20,000	p.m.	7	Jan. & July.	New York.	1891	...	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1890	...
2d Mortgage.....	5,000	p.m.	7	"	"	...	Madison and Portage:							
Keokuk and St. Paul (C.B. & Q.):							1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	...	
1st Mortgage, guar. and tax free.....	1,000,000	8	April & Oct.	New York.	1879	95	Maine Central:							
Lackawanna and Bloomsburg:							Loan of 1860-'61 (A. & Ken.):	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	...	
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	...	Bonds, exchangeable for new 7%.	163,000	6	June & Dec.	"	1871	...	
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	...	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1898	...	
2d Mortgage.....	500,000	7	April & Oct.	"	1880	...	Mort. (Ext.) for \$500,000....gold	112,000	6*	April & Oct.	"	1900	...	
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	...	1st Mort. (Penob. & Ken.):	577,000	6	"	"	1872	...	
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	...	Mansfield & Framigh. (B.C. & F.):	159,500	6	Feb. & Aug.	"	1870	...	
Income Mortgage.....	79,335	7	April & Oct.	"	1871	...	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	89	
La C. T. Trempl. Pres. (C. & N. W.):							Marietta and Cincinnati:							
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	...		1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	...	
Lafayette, Bloomington & Miss.:							1st Mortgage, Dollar.....	2,454,528	7	"	Baltimore.	1891	96	
1st Mortgage.....	1,300,000	8	— & —	New York.	...		2d Mortgage.....	2,500,000	7	May & Nov.	"	1895	86	
Lafayette, Muncie & Blooming.:							3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	1890	79	
1st Mortgage.....	1,800,000	8	— & —	New York.	...		1st Mort. (Scioto & Hocking).....	300,000	7	May & Nov.	New York.	1896	...	
Lake Erie and Louisville:							Baltimore Loan to Union R. R.	20,000	7	"	Baltimore.	...		
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	...	Marietta and Pittsburg:							
Lake Shore & Michigan So.:							1st Mort. of Aug. 1, 1869....gold	14,000	7*	Feb. & Aug.	Philadelphia.	1895	...	
Sunbury B'ds (CP & ARR 954 m.)	500,000	7	Jan. & July.	New York.	1874	...	Marquette and Ontonagon:							
Regia. Bonds (" ")	1,000,000	7	"	"	1880	...	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	...	
3d Mortgage (" ")	1,000,000	7	April & Oct.	"	1892	...	2d Mortgage.....	150,000	6	May & Nov.	Boston.	1885	50	
Divid'd Bonds (L. S. R. R. 258 m.)	1,500,000	7	"	"	1899	92	Memphis and Charleston:							
S. Fund. Bonds (L.S. & M.Sol. 013m)	2,000,000	7	"	"	1879	...	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	...	
Consol. M. reg. (" ")	597,000	7	J. A. J. & O.	"	1900	...	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1886	...	
Consol. M. coup. (" ")	63,000	7	Jan. & July.	"	1900	...	Memphis and Little Rock:							
1st Mort. (M.S. & N. In. RR. 521m.)	5,256,000	7	May & Nov.	"	1885	101	1st Mort. (R. R. & 125,000 acres).....	1,300,000	8	May & Nov.	New York.	1890	...	
2d Mort. (" ")	2,693,000	7	"	"	1877	98	Ark. State Loan.....	900,000	7	Jan. & July.	"	1890	58	
1st Mort. (Inn. R. R. 494 m.)....	115,000	7	June & Dec.	"	1872	...	Memphis and St. Louis:							
M. of '66 (" ")	2,014,000	7	Jan. & July.	"	1885	...	1st Mort. (R. R. & 630,000 acres).....	5,000,000	7	Jan. & July.	New York.	1901	...	
Mort. Bonds (Buff. & E. R. R. 88m)	844,000	7	April & Oct.	"	1886	...	Michigan Air Line (Mich. Cen.):							
Mort. Bonds (" ")	23,000	7	June & Dec.	"	1870	...	1st Mortgage, guaranteed.....	1,900,000	8	Jan. & July.	Boston.	1890	...	
Mort. Bonds (" ")	100,000	7	May & Nov.	"	1873	...	Michigan Central:							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Midland Pacific:												
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	Newark and New York (Cent.):					
Midland & Centre Co. (Pa. R. R.):							1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	Newark, Somerset & Straitsville:					
Milwaukee & Chicago, (C&NW):							1st Mortgage.....	800,000	7	May & Nov.	New York.	1889
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	New Bedford and Taunton:					
2d Mortgage.....	10,500	7	Jun. & Dec.	"	1898	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881
Mil. & Prairie du Chien (M&SP):							New Brunswick and Canada:					
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1887
2d Mortgage, ("").....	1,315,000	7.3	"	"	1898	....	Newburg & New York (Erie):					
Milwaukee and St. Paul:							1st Mortgage for \$800,000.....	250,000	7	Jan. & July.	New York.	1889
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94	New Canan:					
1st Mortgage (E. Div. Palmer).....	792,000	8	May & Nov.	"	1874	....	1st Mortgage.....	75,750	7	April & Oct.	New York.	1889
1st Mort. (Iowa and Minn. Div.).....	8,922,000	7	Jan. & July.	"	1897	90	Newcastle and Beaver Valley:					
1st Mortgage (Minn. Cen.).....	208,000	7	"	"	1897	....	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1897	90	New Haven and Darby:					
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	107	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven.	1888
2d Mortgage (P. du C. Div.).....	1,315,000	7.3	"	"	1898	95	1st Mort. for \$3,000,000, tax free.....	2,200,000	7	May & Nov.	New Haven.	1880
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	85	2d Mortgage for \$1,500,000.....	6	Jan. & July.	"	1891	
Income Mortgage.....	20,000	7	Jan. & July.	"	1873	....	New H. & Northampton (Canal):					
Milwaukee City Loan.....	224,000	7	March & Sept.	"	1891	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1889
Milwaukee and Western bonds.....	247,000	7	Jan. & July.	various.	"	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880
Real Estate Purchase.....	148,500	7	"	"	1891	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875
Incumbrances assumed.....	35,073	7	"	"	1891	....	2d Loan.....	450,000	6	"	"	1878
Mineral Point:							3d (State Loan):	1,000,000	6	"	"	1887
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	New Jersey (Pennsylvania):					
Minnesota and North Western:							1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	2d Loan.....	450,000	6	"	"	1878
Mississippi Central:							New Jersey Midland (NY&OM):					
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....	1st Mortgage.....	3,000,000	7*	Jan. & July.	New York.	1895
2d Mortgage ("").....	2,000,000	8	Feb. & Aug.	"	1876	....	2d Mortgage.....	400,000	7	"	"	1891
1st Mort. (Miss. Cen. & Tenn.).....	25,000	6	April & Oct.	"	1863	....	New Jersey Southern:					
Tennessee Loan bonds.....	1,278,930	6	Jan. & July.	"	1892	....	1st Mortgage of Sept. 19, 1869.....	2,000,000	7	May & Nov.	New York.	1889
Mississippi, Ouachita & Red Riv.:							1st Mortgage (Tom's R'v. Br.):	120,000	6	Feb. & Aug.	"	1890
1st Mortgage.....gold	12,000pm	7*	— & —	New York.	1900	....	New Jersey West Line:					
Land Mort. (257,000 acres).....gold	1,000,000	7*	— & —	"	1900	....	1st Mort. for \$3,000,000.....gold	....	7*	May & Nov.	New York.	1900
Arkansas State Loan.....	16,000pm	7	— & —	"	1900	48	New London Northern:					
Mississippi and Tennessee:							1st Mortgage.....	51,000	7	June & Dec.	New London.	1875
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1876	....	1st Mortgage, Extended.....	3,000,000	7	March & Sept.	"	1885
Consolidated Mortgage of 1866.....	1,179,500	8	March & Sept.	"	'81-'93	....	Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888
Mississippi River:							New O., Baton-Rouge & Vicksb'g:					
1st Mortgage.....	17,000pm	7	— & —	New York.	....		1st Mort. ....gold	12,500pm	8*	— & —	New York.	1910
Mississippi, Iowa & Nebraska:							2d Mort. endor. by Louis.....gold	12,500pm	8*	— & —	"	1910
1st Mort. of June 1, 1870....gold	....	7*	June & Dec.	New York.	1910	....	N. Orleans, Jackson & Gt. N.Orth.					
Missouri, Kansas and Texas:							1st Mortgage of July 1, 1856....gold	3,000,000	8*	Jan. & July.	Lond. & N. Y.	1886
of M. R. R. & land (U.P.S.B.) SF	4,145,000	6	Jan. & July.	New York.	1869	....	2d Mortgage of Oct. 1, 1860....gold	1,500,000	8*	April & Oct.	New York.	1890
of M. (Teb & Nesho) S.F. gold	2,000,000	7*	June & Dec.	"	1903	....	Income Mortgage of 1870....gold	2,000,000	7*	— & —	New Orleans.	1890
Co. and L.G. S.F. (\$14,000,000) g'd	1,605,000	7*	Feb. & Aug.	"	1904	....	City Extension Mort....gold	1,000,000	7*	— & —	"	1890
Missouri River, F. Scott & Gulf:							New Orleans, Mobile and Texas:					
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99	1st Mortgage, skg fd, 227 m....gold	12,500pm	7*	Jan. & July.	N. Y. or Lond.	1915
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	91	1st Mortgage, skg fd, 227 m....cur.	12,500pm	8	"	"	1915
Missouri Valley (K. C. S. J. & C. B.):							2d Mortgage on 227 miles....cur.	12,500pm	8	"	"	1915
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New Orleans and Selma:					
1st Mort.	1,000,000	7*	"	"	1893	....	1st Mort. endor. by Aln.....	16,000pm	8	Jan. & July.	New York.	1900
Mobile & Alabama Grand Trunk:							1st Mortgage.....gold	3,000,000	7*	May & Nov.	N. Y. or Lond.	1889
1st Mort. endorsed by Ala.	16,000pm	8	Feb. & Aug.	New York.	....	....	Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883
Mobile Lo. \$1,500,000 endd. by Co.	1,500,000	8	— & —	"	....	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876
Mobile and Girard:							Bonds for B. & N. Falls R.R.S'L.	76,000	6	Feb. & Aug.	"	1883
1st Mortg.	377,500	7	Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6	"	"	1883
2d Mortgage, endorsed by Ala.	300,000	7	"	"	....	....	Bonds for real estate.....	162,000	6	"	"	1883
Plain Bonds.....	33,500	7	— & —	Mobile.	....		Bonds and mortgages for R. E.	22,800	7	various.	"	var.
Mobile and Montgomery:							Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1870
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887
Mobile and Ohio:							1st Mort. (Hudson Riv. R.R.):	200,000	7	Feb. & Aug.	"	1870
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. ("") S. F.	1,891,000	7	June & Dec.	"	1885
1st Mortgage.....Sterling	6*	"	"	London.	1882	....	3d Mort. ("")	180,000	7	May & Nov.	"	1875
Interest bonds (10 years).....	803,700	8	"	New York.	1875	....	Conv. B'ds ("")	8,000	7	"	"	1867
Interest bonds 2nd issue.....	37,900	8	"	"	1883	....	New York and Fort Lee (Erie):					
Interest bonds sterling.....	755,400	8	"	"	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	New York & Flushing (F. & N. S.):					
Montgomery & Erie (Erie):							1st Mortgage.....	135,000	7	— & —	New York.	1876
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	New York and Harlem:					
Montgomery and Bufalai:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873
1st Mortgage of 1856, endorsed.....	640,000	8	March & Sept.	New York.	1886	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871
1st Mortgage of 1870, endorsed.....	300,000	6	June & Dec.	"	1900	....	Consolidated mortgage of 1863.....	1,767,000	6	Feb. & Aug.	"	1893
Montgomery & West Point (Wtn):							Sinking Fund mortgage of 1861.....	112,305	7	Jan. & July.	"	1881
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.		Bonds of 1853, unsecured.....	106,000	7	"	"	1872
1st Mortgage.....	450,000	8	"	"	18	....	N. York, Housatonic & Northern:					
1st Mortgage.....	298,000	8	"	"	1876		1st Mortgage.....	141,500	7	— & —	New York.	1889
2d Mortgage.....	254,000	8	"	"	1881		1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875
Income Mortgage.....	594,600	8	various.	Montgomery.	var.		New York & Oswego Midland:					
Montreal & Champlain:							1st Mort. for \$8,000,000....gold	3,800,000	7*	Jan. & July.	New York.	1894
1st Mortgage Sterling £181,400.	882,813	6	Jan. & July.	London.	1890	....	New York, Providence & Boston:					
2d Mortgage.....	370,000	8	"	New York.	1879	....	1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873
Morris and Essex:							1st Mortgage.....	80,000	6	"	"	1877
1st Mortgage, Sinking Fund.....	5,000,000	7	March & Sept.	New York.	1914	103	1st Mortgage.....	512,000	7	Jan. & July.	"	1899
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	99	Niles and New Lisbon:					
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	1st Mortgage.....	500,000	7	— & —	Philadelphia.	1889
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93	1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854
Muscatine (South-Western):							1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....	1st Mortgage.....	396,000	8	"	"	1877
Nashville and Chattanooga:							1st Mortgage.....	416,000	8	"	"	1893
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....	2d Mortgage for \$500,000.....	416,000	8	"	"	1893
1st Mortgage, not endorsed.....	23,000	6	"	"	1890	....	North Carolina:					
Tenn. State Loan.....	150,000	6	"	"	1892	....	Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877
Tenn. State Loan (Jasper Br.):	245,000	6	"	"	1900	....					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
North Missouri:											
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	89	Pemberton & N. York (N.J.S.):				
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	"	1888	---	1st Mortgage, guaranteed.....	\$375,000	7	Jan. & July.	New York. 1890
3d M. of Oct. 1869 (7 p.c. after 5 yrs)	3,000,000	10	"	"	1888	---	Peninsula (C. & N. W.):	855,000	7	March & Sept.	New York. 1898
North Pennsylvania:							1st Mortgage, guaranteed.....	1,800,000	7*	May & Nov.	New York. 1899
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	101	Peninsular (Mich. Ind. & Ill.):				
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	110	1st Mortgage..... gold	1,500,000	7	June & Dec.	Philadelphia. 1896
2d Mortgage.....	1,246,000	7	May & Nov.	"	1896	95	1st Mortgage.....	1,500,000	7	"	" 1906
Northern Central:							Penobscot and Kennebec (M. C.):				
1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	---	1st Mortgage (Bangor Loan).....	577,000	6	April & Oct.	Bangor. 1872
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	94	2d Mortgage.....	159,500	6	Feb. & Aug.	Boston. 1870
3d Mortgage.....	1,223,000	6	April & Oct.	"	1900	85	Peoria & Bureau Val (C.R.I. & P.):				
3d Mortgage (York & Cumb. RR).....	500,000	6	Jan. & July.	"	1877	---	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York. 1877
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1900	93	Peoria & Hannibal (C. B. & Q.):				
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1880	---	1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston. 1878
Northern New Hampshire:							Peoria, Pekin and Jacksonsville:				
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	---	1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York. 1894
Northern New Jersey (Erie):							2d Mort. of Oct. 1, 1870, tax free.....	1,000,000	7	April & Oct.	" 1900
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	---	Peoria and Rock Island:				
Northern Pacific:							1st Mortgage.....	1,500,000	7*	April & Oct.	New York. 1900
1st Mort. on R.R. & lands..... gold	50,000,000	7.3	Jan. & July.	New York.	1900	---	Perkiomen (Phila. & Rdg):				
North Western Virginia:							1st Mortgage.....	610,200	6	April & Oct.	Philadelphia. 1897
2d Mortgage (assumed B. & O.):	458,500	6	Jan. & July.	Baltimore.	1873	98	Perth Amboy and Woodbridge:				
3d Mortgage (" " ").....	140,000	6	"	"	1885	90	1st Mortgage, guaranteed.....	100,000	6	— & —	New York. 1886
Norwich and Worcester:							Mortgage Bonds.....	3,094	6	Jan. & July.	New York. 1871
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	---	Mortgage Bonds.....	25,500	7	"	" 1885
Plain bonds.....	59,000	7	June & Dec.	"	1874	---	Mortgage Bonds.....	266,500	8	"	" 1898-99
Steamboat bonds.....	45,900	7	Feb. & Aug.	"	1870	---	Philadelphia and Baltimore Cent.:				
Construction bonds.....	250,000	7	Jan. & July.	"	1877	---	1st Mortgage (Penn. Div.):	800,000	7	Jan. & July.	Philadelphia. 1879
New bonds of 1870.....	22,000	7	"	"	1890	---	1st Mortgage (Md. Div.):	300,000	6	"	" 1891
Nyack and Northern:							1st Mortgage.....	5,000,000	6	March & Sept.	Philadelphia. 1881
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	---	2d Mortgage.....	3,000,000	7	Jan. & July.	" 1888
Oakland & Ottawa (D. & M.):							3d Mortgage.....	3,598,000	6	"	" 1920
1st Mortgage (assumed) sterling.....	150,867	6*	May & Nov.	London.	1873	---	1st Mortgage (Sunbury & Erie):	1,000,000	6*	April & Oct.	" 1877
1st Mortgage (" " " dollar.....	51,000	7	"	New York.	1873	---	Philadelphia, Germant. & Norist.:				
Ogdensburg and Lake Champlain:							1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia. 1882
1st Mort. conv. into pref. stock.....	4,600	7	Jan. & July.	Boston.	1869	---	Philadelphia and Reading:				
2d Mort. conv. into com. stock.....	25,200	7	April & Oct.	"	1861	---	Debenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia. 1871
Equipment mortgage of 1868-'69.....	500,000	8	Jan. & July.	"	1879	102	Debenture Loan of 1868.....	1,21,000	6	"	" 1893
Ohio and Mississippi:						---	Debenture Loan of 1870.....	2,625,000	7	"	" 1890
1st Mortgage, (E. Div.):	2,050,000	7	Jan. & July.	New York.	1872	101	Mortgage Loan of 1857, conv.	143,500	6	"	" 1886
1st Mortgage, (W. Div.):	850,000	7	"	"	1872	81	Mort. Loans of 1843-44-48 & 49.....	1,521,000	6	"	" 1880
2d Mortgage, (W. Div.) conv.....	534,000	7	"	"	1874	81	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	" 1893
Income Mort., (W. Div.):	221,500	7	April & Oct.	"	1882	---	Sterling Loan of 1836.....	182,400	5*	Jan. & July.	London. 1880
Funded Debts Mort. (W. Div.):	16,500	7	"	"	1882	---	Sterling Loan of 1843.....	976,800	6*	"	" 1880
Consolidated Mort.	2,761,000	7	Jan. & July.	London.	1898	96	Sterling Loan of 1836.....	288,000	7*	"	" 1880
Consolidated Mort. (sterling):	101,850	7	"	"	1893	---	Philadelphia, Wilmington & Balt.:				
Oil Creek and Allegheny River:							Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia. 1884
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83	Plain Bonds.....	600,000	6	April & Oct.	" 1871
1st Mortgage.....	580,000	7	April & Oct.	"	1882	---	Plain Bonds.....	400,000	6	"	" 1876
1st Mortgage.....	200,000	7	June & Dec.	"	1871	---	Plain Bonds.....	1,000,000	6	"	" 1887
2d Mortgage.....	71,000	7	May & Nov.	"	1871	---	Pittsburg, Clin. & St. Louis (Pa.):				
Consolidated Mortgage.....	819,000	7	"	"	1888	96	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia. 1890
Old Colony and Newport:						---	2d Mort. conv. (Steubenv. & Ind.):	3,820,000	6	March & Sept.	" 1891
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	102	1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore. 1898
Plain Bonds.....	1,000	6	March & Sept.	"	1874	95	2d Lien Mort.	1,000,000	6	"	" 1886
Plain Bonds.....	485,000	6	April & Oct.	"	1875	96	Turtle Creek Div. bonds.....	400,000	6	Feb. & Aug.	New York. 1889
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	94	Real Estate Bonds.....	100,000	6	various.	Baltimore. 1883
Plain Bonds.....	34,000	6	"	"	1884	---	Pittsburg, Ft. Wayne & Chicago:				
Omaha and Southwestern:							1st Mortgage (Series A.):	875,000	7	Jan. & July.	New York. 1912
1st Mort. (North Platte Div.):	300,000	8	June & Dec.	New York.	1890	---	1st Mortgage (Series B.):	875,000	7	Feb. & Aug.	" 1912
Orange, Alexandria & Manassas:							1st Mortgage (Series C.):	875,000	7	March & Sept.	" 1912
1st Mort. (Alex. to Gordonsville):	400,000	6	May & Nov.	New York.	1873	86	1st Mortgage (Series D.):	875,000	7	April & Oct.	" 1912
2d Mort. (Charlotte to Lynchb.):	1,155,500	6	Jan. & July.	"	1875	82	1st Mortgage (Series E.):	875,000	7	May & Nov.	" 1912
3d Mort. " " "	598,000	8	May & Nov.	Richmond.	1873	86	1st Mortgage (Series F.):	875,000	7	June & Dec.	" 1912
4th Mort. " " "	574,000	8	March & Sept.	Alexandria.	1880	82	2d Mortgage (Series G.):	800,000	7	Jan. & July.	" 1912
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	85	2d Mortgage (Series H.):	860,000	7	Feb. & Aug.	" 1912
Va. State Loan.....	249,962	7	"	"	1893	---	2d Mortgage (Series I.):	860,000	7	March & Sept.	" 1912
Osage Valley & Southern Kansas:							2d Mortgage (Series K.):	860,000	7	April & Oct.	" 1912
1st Mortgage (5-20 years):	200,000	10	Jan. & July.	New York.	1888	---	2d Mortgage (Series L.):	860,000	7	May & Nov.	" 1912
Oswego and Rome (H. W. & O.):							2d Mortgage (Series M.):	860,000	7	June & Dec.	" 1912
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	---	3d Mortgage.....	2,000,000	7	April & Oct.	" 1912
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	---	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	" 1876
Oswego and Syracuse (D. L. & W.):							Equipment Mort. of Mar. 1, 1869.....	1,000,000	8	March & Sept.	" 1874
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	'70-'80	---	Construction bonds of Jan. 1, '70.....	100,000	7	Jan. & July.	" 1877
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	---	Port Huron & Lake Michigan:				
Ottawa, Osw. & Fox R. V. (CB&Q):							1st Mortgage of May 1, 1869.....	1,800,000	7*	May & Nov.	New York. 1899
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	---	Portland and Kennebec:				
Owensboro' and Russellville:							1st Mort. (K. & P. R.R.) 1851-'61.....	224,800	6	April & Oct.	Portland. 1883
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	---	Funded Int. bonds Oct. 1, 1863.....	22,648	6	"	Boston. 1883
Pacific of Mo.:							Consol. (P. & R.R.) April, 1865.....	700,700	6	"	" 1895
1st Mort., construction (Dresden):	74,000	6*	Feb. & Aug.	New York.	1880	---	Portland loan.....	202,400	6	April & Oct.	Portland. 1883
1st Mortgage.....	7,000,000	7*	Jan. & July.	"	1880	102	Stock certificates (Yarmouth):				
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	---	Portland and Oxford Central:				
St. Louis County Loan.....	700,600	6	Feb. & Aug.	"	'71-'73	---	1st Mortgage of 1863.....	250,000	6	— & —	Portland. 1883
Panama:							Port Royal:				
Sterling Bonds £152,775 at 4.85.	740,959	7*	Feb. & Aug.	London.	1872	---	1st Mort. skg'd conv. gold	2,500,000	7*	May & Nov.	Lond. & N. Y. 1889
Sterling Bonds £19,350 at 4.85.	93,847	7*	April & Oct.	"	1875	---	Portsmouth, Gt. Fall & Conway:	200,000	6	— & —	Boston. 1889
Sterling Bonds £597,800 at 4.85.	3,869,330	7*	"	"	1897	---	1st Mortgage.....	345,500	7	June & Dec.	New York. '72-'74
Paterson and Newark (Erie):							1st Mortgage, guaranteed.....	100,000	6	— & —	"
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1885	---	Poughkeepsie and Easton:				
Paterson and Ramapo (Erie):							1st Mort. conv. & tax free.... gold	800,000	7*	Jan. & July.	New York. 1910
1st Mortgage, guaranteed.....	85,000	7	May & Nov.	New York.	1878	---	Providence, Warren and Bristol:				
Pekin, Junc. & Decatur (TW & W):							1st Mort. of 1868.....	55,000	8	June & Dec.	Providence. 1877
1st Mortgage.....	16,000,000	7*	Feb. & Aug.	New York.	1901	---	Quincy and Toledo (T. W. & W.):				
Pemberton & Hightstown (C&A):							1st Mort. assumed	500,000	7	May & Nov.	New York. 1890
1st Mortgage endorsed.....	160,000	7	Jan. & July.	New York.	1877	---	Quincy and Warsaw (C. B. &				

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Reading and Columbia (P. & R.):						Savannah and Charleston:					
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	Bonds (C. & S.R.R.) guar by S.C.	505,000	6	May & Nov.	Charleston.	1870
Rensselaer and Saratoga:						Int. b'ds (C. & S.R.R.) gar by S.C.	248,746	7	"	"	1889
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	Savannah and Memphis:					
2d Mortgage.....	300,000	7	"	"	1880	1st Mort. guar. by Ala. gold	16,000pm	8*	May & Nov.	New York.	1890
3d Mortgage.....	150,000	7	"	"	1887	Schenectady and Susquehanna:					
1st Mortgage (S. & W.) assumed.....	400,000	7	March & Sept.	"	1886	1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900
1st Mort. (T. S. & R.) assumed.....	500,000	7	May & Nov.	"	1890	Schuylkill and Susquehanna:					
1st Mortgage (G.F.B.) assumed.....	125,000	7	Jan. & July.	"	1894	1st Mortgage, May 1, 1866.....	97,000	6	May & Nov.	Philadelphia.	1876
Richmond and Danville:						Scioto & Hocking Valley (M. & C.):					
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York	1880	1st Mort. assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896
1st Mortgage guar. by Va.	158,100	6	"	"	1875	Seaboard and Roanoke:					
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	75-'90	1st Mortgage.....	210,000	7	— & —	Philadelphia.	1800
4th Mortgage.....	64,500	6	"	Richmond.	73-'75	1st Mortgage.....					
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	71-'76	1st Mortgage, guar. by Ala. gold	16,000pm	8*	— & —	New York.	1890
Rich., Frederickburg & Potomac:						1st Mortgage, guar. by Ala. gold	16,000pm	8*	— & —	New York.	1889
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	1st Mortgage, guar. by Ala. gold	16,000pm	8*	March & Sept.	New York.	1889
Dollar Bonds.....	124,489	6	"	Richmond.	var	1st Mortgage, Meridian:					
Dollar Bonds.....	274,228	7	"	"	var	1st Mortgage (3d series).....	796,830	6	various.	— & —	var
Richmond and Petersburg:						1st Mortgage, Rome and Dalton:					
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	1870	2d Mortgage.....	6,000,000	7	— & —	"	....
Richmond and York River:						Shamokin Valley & Pottsville (N.C.):					
Roanoke Valley (R. & Dan.):	600,000	8	Jan. & July.	New York	1898	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	71-'76	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884
Rochester & Genesee Val. (Erie):						Sheboygan and Fond du Lac:					
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York	1876	Shenango and Allegheny:					
Rockford, R. Island & St. Louis:						1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1880
1st Mortgage, conv., S.F. tax free.....	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1910	Shore Line (N. Y. & N. H.):					
Rocky River:						1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880
1st Mortgage, of Oct. 1, 1868.....	30,000	7	April & Oct.	Cleveland.	1873	Sioux City and Pacific:					
Rome, Watertown & Ogdensburg:						1st Mortgage Jan. 1, 1868.....gold	1,628,000	6*	Jan. & July.	New York.	1898
1st Mortgage, (general) Skg Fund.....	632,500	7	June & Dec.	New York	1891	2d Mortgage (U.S. subsidy) cur.	1,628,320	6	"	"	1898
1st Mort. (W. & R.) Skg Fund.....	796,900	7	March & Sept.	"	1870	1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....
1st Mort. (Potsdam & Watert.):	345,500	7	June & Dec.	"	72-'74	Somerset (Me. Central):					
Rondout and Oswego:						1st Mortgage, June 1, 1871.....gold	450,000	7*	June & Dec.	Boston.	1891
1st Mortgage.....	1,000,000	7	Jan. & July.	New York	1890	South Carolina:					
Rutland (Verm. Central):						Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	78-'88
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	Domestic Bonds (H) 1866-'67.....	306,500	7	April & Oct.	Charleston.	71-'72
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1867-'68.....	342,500	6	Jan. & July.	"	73-'74	
Rutland & Burlington (Rutland):					Domestic Bonds (K) Jan. 1868.....	1,272,000	7	April & Oct.	"	88-'91	
1st Mort. conv. into pref. stock.....	70,000	7	Feb. & Aug.	Boston.	1863	Domestic Bonds (special) Sep.'66.....	76,900	6	Jan. & July.	"	80-'92
2d Mort. conv. into com. stock.....	67,000	7	"	"	Real Estate Mortgage.....	80,733	7	various.	"	71-'91	
Saint Croix and Penobscot:					Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	82-'88	
1st Mort. (Cal. & Baring R.R.):	95,200	6	Jan. & July.	Calais, Me.	1879	South Georgia & Florida (A. & G.):					
2d Mort. (" " ")	17,500	6	June & Dec.	"	1st Mort. assumed by At&l. & Gulf	464,000	7	— & —	New York.	1890	
Calais Loan to Lewey's Is. R.R.	130,000	6	June & Dec.	"	2d Mort. " " " "	200,000	7	— & —	"	1890	
St. Joseph & C.B. (K.C. St. & C.B.):					South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888
2d Mortgage (" " ")	339,500	8	June & Dec.	"	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	
St. Joseph & Denv. C. (E.D. 112m.):					South and North Alabama:						
1st Mort. of Aug. 14, 1869 free.....	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	1st Mort., endor. by Ala. tax free	22,000pm	8*	Jan. & July.	New York.	1890
St. Joseph & Denv. C. (W.D. 160m.):					South Pacific (At&l. & Pac.):						
1st M. R.R. lands of M'y 14, '70, free.....	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888
St. Lawrence & Industry (Can.):					South Shore (Mass.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880
St. Louis, Alton and Terre Haute:					South Side (L. I.):						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York	1894	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1st Mort. consol. 1st pref.	581,000	8	Jan. & July.	New York.	84-'90	
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1st Mort., consol. 2d pref.	619,300	6	"	"	84-'90	
2d Mortgage Income (Series E)	1,700,000	7	"	"	4th Mortgage, consol. 3d pref.	458,100	6	"	"	84-'90	
Equipment Mortgage.....	300,000	10	March & Sept.	"	Va. State Loan (net).....	708,102	6	"	"	long	
St. Louis, Coun. Bluff & Omaha:					Southern Central:						
1st Mortgage, guaranteed....gold.....	16,000pm	7*	Jan. & July.	New York	1901	1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900
St. Louis and Iron Mountain:					1st Mortgage.....						
1st Mortgage of Aug. 1, 1867 gold.....	4,000,000	7*	Feb. & Aug.	New York	1892	1st Mortgage.....	1,500,000	7*	May & Nov.	New York.	1900
St. Louis, Jacksonville & Chicago:					1st Mort.						
1st Mortgage of Mar. 1 st , 1864.....	2,365,000	7	April & Oct.	New York	1894	1st Mort., Apr. 1, 1868 tax free...	20,000pm	7	April & Oct.	New York.	1888
2d Mortgage of May 1, 1868.....	360,000	7	Jan. & July.	"	1st Mort.						
St. Louis, Lawr. & Denv. (Pacific):					1st Mort. for \$28,000,000. gold.....						
1st Mortgage, guaranteed....gold.....	1,020,000	6*	Jan. & July.	New York	1901	1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890
St. Louis and Santa Fe:					2d Mort. Sept. 1, 1870.....gold	80,000	7*	"	"	"	1880
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	South Western (Cen. of Ga.):					
St. Louis and South Eastern:					Mortgage Bonds, various.....	399,000	7	various.			
1st Mort. skg fund conv....gold.....	3,250,000	7*	May & Nov.	New York	94-'96	Mortgage Bonds, Muscogee R.R.	300,500	7	"		
St. Louis and St. Joseph (N. Mo.):					Spartanburg and Union:						
1st Mort. of Nov. 2, 1868, guar. gold.....	1,000,000	6*	May & Nov.	New York	1893	1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	....
St. Louis, Van. & T. H. (T.H. & L.):					1st Mortgage not endorsed.....	198,370	7	"	"		
1st Mortgage, S. F., guaranteed.....	1,900,000	7	Jan. & July.	New York	1897	Springfield & Illinois S. Eastern:					
2d Mortgage, S. F., guaranteed.....	2,600,000	7	April & Oct.	"	1st Mortgage.....						
St. Paul and Chicago (M. & St. L.):					1st Mortgage.....						
1st Mort. of 1870.....gold.....	3,000,000	7*	J. A. J. & O.	"	1st Mortgage.....						
St. Paul and Pacific 1st Division:					1st Mortgage.....						
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York	1892	1st Mortgage.....	15,000pm	7*	Jan. & July.	New York.	1890
1st Mort. (St. Paul to Wab. 80m.)	700,000	7	Jan. & July.	"	1st Mortgage.....						
Land Grant & 2d Mort. (80 m.):	1,200,000	7	June & Dec.	"	1st Mortgage.....						
General Mort. R.R. & L. #2,020,000.....					1st Mortgage.....						
1st Mort. K. R. & Landa stg.	780,000	7*	"	"	1st Mortgage.....						
1st M. (W. Line & L.) for \$3,000,000.....	7	— & —		London.	....	1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875
2d M. (W. Line & L.) for \$6,000,000.....	7	— & —		New York.	....	2d Mortgage, extended.....	250,000	6	Feb. & Aug.	"	1880
St. Paul and Sioux City:					Sullivan and Erie:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York.	....	1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1888
Salem (W. Jer.):					1st Mortgage.....						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878	1st Mortgage.....	200,000	6	— & —	New York.	....
Band, Mansfield & Newark (B&O):					1st Mortgage.....						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	1st Mortgage, guaranteed.....	171,000	6	— & —	Camden.	....
Saratoga & Whitehall (R. & S.):					1st Mortgage.....						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	1st Mortgage.....	1,695,825	7	April & Oct.	New York.</td	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where	Due.	Price				When.	Where	Due.	Price
Tioga:													
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	Western Union (M. & St. P.):						
Toledo, Peoria and Warsaw:							1st Mortgage for \$5,000,000	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	94	West Jersey:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	91	Loan of Mar. 1861, Guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	80	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	90
Equipment sinking fund.....	406,000	8	Jan. & July.	"	1879	....	Consolidated mort. Apr. 1, 1869.....	979,000	7	April & Oct.	"	1899	102
Tellico, Wabash and Western:							West Shore Hudson River:						
1st Mort. (Tol. & Ill., 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	67	1st Mortgage.....	676,300	7	— & —	New York.	....	....
1st M.L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	West Wisconsin:						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	92	1st M. L. G., stg. conv. £300,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	Wicomico and Pocomoke:						
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	82	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
Consol. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	87	Williamston and Tarboro:						
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	87	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Troy and Boston:							Wilm., Charlotte & Rutherford:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	'87-'97	....
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	Wilmington and Reading:						
Convertible Bonds.....	648,000	7	"	"	1882	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	96
Troy, Salem & Rutland (R. & Sar.):							2d Mortgage.....	262,200	7	Jan. & July.	"	1902	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Wilmington and Weldon:						
Troy Union:							Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Sterling Loan.....	197,777	7	May & Nov.	"	1885	....
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1896	....
Union Pacific:							Winona & St. Peter (C. & N. W.):						
1st Mortgage, tax free.....	27,237,000	6	Jan. & July.	N.Y. & Boston	96-'99	93	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....	....
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	79	2d Mortgage.....	12,000pm	7	May & Nov.	"	87	....
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	83							
2d Mortgage (U. S. subsidy)....	27,236,512	6	Jan. & July.	N.Y. & Boston	96-'99	....						
Union Pacific—Central Branch:													
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	CANAL BONDS.						
2d Mortgage (U. S. subsidy)....	1,600,000	6	Jan. & July.	"	1895	....	Chesapeake and Delaware:						
Union Pacific, E. D. (see K. Pac.):							1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886	96
Union Pacific, S. Br. (M. K. & T.):							Chesapeake and Ohio:						
1st M. R. 342m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....	Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Union and Titusville:							Sterling, Loan guaranteed.....	4,375,000	5*	"	London.	1890	....
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1886	....
Utica and Black River:							Delaware Division (L.C. & W.):						
1st Mortgage, July 1868.....	150,000	7	Jan. & July.	New York.	1878	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
Vermont Central:							Delaware and Hudson:						
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	83	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	....
2d Mortgage.....	1,500,000	7	"	"	1891	35	Mortgage bonds of 1870, tax free.....	3,500,000	7	Jan. & July.	"	1884	....
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	"	Delaware and Raritan (See Camden and Abey R. R.):							
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	101	Er of Pennsylvania:						
Stanstead, Shefford & Cham. bds	500,000	7	Jan. & July.	"	1887	83	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1866	....
Guar. Stock (Vt. & Co.):	2,000,000	8	June & Dec.	"	"	Bonds for Interest prior to 1850.....	161,960	7	"	"	1873	....
Vermont and Massachusetts:							Lehigh Coal and Navigation:						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Mortgage Loan.....	5,855,100	6	J. A. J. & O.	Philadelphia.	1884	84
Convertible tax free, bonds.....	200,000	7	"	"	1879	....	Mortgage Loan.....	2,00,000	6	"	"	1897	96
Vermont Valley (Vt. Central):							Gold Loan.....	6,000,000	6*	June & Dec.	"	1897	....
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Gold Loan.....	980,000	6	"	"	1894	90
1st Mortgage.....	114,000	6	"	Boston.	1860	....	Convertible Loan.....	1,996,879	6	"	"	1877	82
1st Mortgage.....	293,200	7	"	New York.	1859	....	Monongahela Navigation:						
Vicksburg and Meridian:							1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887	....
General Mort. 1st series (red)....	\$722,500	7	Jan. & July.	Philadelphia.	1890	....	2d Mortgage.....	7,000	6	"	"	1875	....
" " 2d series (blue)....	850,000	7	"	"	1890	....						
" " 3d series (black)....	154,000	7	"	"	1890	....						
" " (not endorsed)....	1,273,000	7	April & Oct.	"	1890	....						
Special Loan.....	225,438	8	Jan. & July.	"	1890	....						
Vinsland:													
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....						
Virginia Central see "Chesa. & O."													
Virginia & Tennessee (A. M. & O.):													
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90							
2d Mortgage.....	4,000	6	"	"	1869	77							
3d Mortgage.....	990,000	6	"	"	1884	....						
Income Mortgage.....	113,000	5	"	"	1866	....						
4th Mortgage.....	846,000	8	"	"	1900	90							
Registered Certificates.....	116,129	8	"	"	1880	....						
Interest Funding Bonds.....	204,200	8	"	"	New York.	1880							
Wallkill Valley (20,000 per mile):													
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....						
Ware River (N. & N.):													
1st Mortgage for \$1,000,000....	239,300	7	Jan. & July.	Boston.	1890	....						
Warren (D. L. & W.):													
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....						
Warwick Valley (Erie):													
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....						
Washington and Ohio:													
1st Mortgage 1868 for \$8,000,000....													
Watertown & Rome (R. W. & O.):													
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....						
Sinking Fund.....	796,900	7	"	"	1880	....						
Westchester and Philadelphia:													
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	96							
3d Mortgage (82 compromised)....	557,400	6	April & Oct.	"	1873	....						
Western Alabama:													
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....						
1st Mortgage (before consolid.)....	600,000	8	"	"	1888	....						
1st Mortgage (M. & W. Point R. R. Western B. & Albany):	750,000	8	Jan. & July.	"	1881	....						
Sterling Bonds.....	1,619,520	5*	April & Oct.	London.	1871	....	American Dock & Improvement:						
Albany Loan (A. & W. Steckbridge)....	500,000	6	Jan. & July.	Boston.	1876	....	1st Mort. guar. by C. R. R. Co.:	2,000,000	7	Jan. & July.	New York.	1886	96
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	98	Consolidated (Md.) Coal:						
Western Maryland:							1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1886	....
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	81	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
2d Mortgage preferred.....	600,000	6	"	"	1890	67	Long Dock:						
Bonds endorsed by Balt.	600,000	6	"	"	1890	92	Mortgage Bonds, guaranteed.....	2,500,000	7	June & Dec.	New York.	1872	90
Bonds (July 1, 1870) endor. by B. 1,400,000	1,400,000	6	Jan. & July.	New York.	1890	....						
Western North Carolina (E. D.):													
1st Mortgage, Mar. 1, 1870....	1,400,000	8</											

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

In asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in *Italics*. State and Railroads are distinguished by a "1."

Abstract of General Balance Sheet.

Railroad	Rolling Stock.		Freight.		Expenses.		Operations.		Earnings.	
	Years ending	Car.	B. M. E.	Pass.	Engines.	Rolling Stock.	Assets	Property and Assets.	Liabilities.	Carried one mile.
		M.	M.	M.	M.	M.	M.	M.	M.	M.
Sept. 30, 1870	60,400	3	3	3	3	56 Adriodoc... New York	2,881,938	1,025,000	9,866,000	17,766,923
May 31, 1871	125,000	20	20	20	20	400 Alabama and Chattanooga... Alabama	10,500,000	2,700,000	7,800,000	10,500,000
Sept. 30, 1870	14,800	21	21	21	21	973 Albany and Susquehanna... New York	7,108,572	3,067,800	4,164,925	10,434,921
Jan. 31, 1871	142,900	22,0	22,0	22,0	22,0	720 Allegheny and Gulf... Pennsylvania	46,230	2,260,350	6,111,000	17,416,165
Jun. 30, 1870	37,912	120	120	120	120	1,202 Androscoggin... Maine	800,000	425,000	425,000	800,000
Mar. 31, 1871	20,6	6	6	6	6	23 Annapolis and Elkridge... Maryland	446,000	360,000	360,000	446,000
Mar. 31, 1871	23,0	1,8	1,8	1,8	1,8	1 Ashland, New Hampshire	506,000	160,000	160,000	506,000
Dec. 31, 1870	34,0	—	—	—	—	106 Atchison, Topeka & Santa Fe... Kansas	860,000	980,000	848,000	980,000
May 31, 1871	63,0	6	6	4	4	119 Atlanta & Rich. Air Line... Ga. S. C. & N. C.	1,900,159	2,500	158,030	1,292,200
Jun. 30, 1871	86,7	6	6	6	6	119 Atlanta and West Point... Alabama	1,050,000	35,475	29,989,000	321,353,600
Sept. 30, 1870	45,0	18,1	18,1	14,1	14,1	242 Atlantic and Gulf... Georgia	7,073,386	806,998	2,960,000	689,901
Dec. 31, 1870	237,3	38,18	38,18	38,18	38,18	86 Atlantic and North Carolina... N. Carolina	2,117,028	1,795,000	87,772	88,811
Mar. 31, 1871	107,0	16,3	16,3	9	9	825 Atlantic and Pacific... Missouri	25,200,000	16,000,000	16,000,000	25,200,000
Dec. 31, 1870	16,0	6,0	6,0	3	3	1,795 Atlantic and St. Lawrence... Me., N. H. & V.	823,287	1,815,000	846,900	1,815,000
Sept. 30, 1870	16,0	6,0	2	2	2	3 Avon, Genesee and Mount Morris... N. Y.	217,832	2,000	20,000	20,000
Nov. 30, 1871	86,7	2	2	2	2	4 Bald Eagle Valley... Md. & W. Va.	1,050,000	1,263,620	650,000	1,136,371
Sept. 30, 1870	45,0	20	20	4,1	4,1	5 Baltimore and Ohio... Baltimore and Lowell... Massachusetts	90,027,824	18,444,220	1,650,000	1,883,620
Sept. 30, 1870	30,0	30,0	30,0	—	—	7 Washington Branch... W. Maryland	1,660,000	371,984	3,000,000	10,250,000
May 31, 1870	108,6	108,6	108,6	108,6	108,6	8 Baltimore and Potomac... Maryland	6,000,000	50,000	2,000,000	3,000,000
Dec. 31, 1870	160,0	16,0	16,0	16,0	16,0	17 Belfast and Moosehead Lake... Maine	16,000	16,000	16,000	16,000
Sept. 30, 1870	172,0	—	—	—	—	60 Belvidere and Snow Shoe... Pennsylvania	323,291	118,708	256,941	600,000
May 31, 1871	61,2	2	2	2	2	70 Belvidere and Southern Illinois... Illinois	560,000	100,000	100,000	560,000
Dec. 31, 1870	67,0	8,0	8,0	—	—	80 Berkshires and Taconic... New York	4,126,346	2,244,500	970,468	800
Dec. 31, 1870	21,1	—	—	—	—	81 Boston and Albany... Mass. & N. Y.	632,346	600,000	48,000	626,9
Dec. 31, 1870	16,6	5,4	5,4	—	—	82 Boston and Albany... Mass. & N. Y.	1,938,639	2,154,839	170,175	4,182,256
Sept. 30, 1870	200,6	40,7	29,0	—	—	83 Boston and Albany... Mass. & N. Y.	365,035	19,413,260	1,784,520	4,942,370
May 31, 1871	33,0	—	—	—	—	84 Boston and Albany... Mass. & N. Y.	1,000,000	687,000	812,000	30,542
May 31, 1871	1,7	—	—	—	—	85 Boston and Albany... Mass. & N. Y.	1,267,192	218,885	1,800,000	1,060,000
May 31, 1871	1,6	2,3	2,3	—	—	86 Boston and Albany... Mass. & N. Y.	1,136,000	1,060,000	1,060,000	1,060,000
May 31, 1871	6,0	4,1	4,1	—	—	87 Boston and Albany... Mass. & N. Y.	1,020,043	131,677	221,000	225,487
May 31, 1871	1,6	—	—	—	—	88 Boston and Albany... Mass. & N. Y.	302,258	384,844	932,176	144,1
May 31, 1871	1,6	—	—	—	—	89 Boston and Providence... Mass. & R. I.	462,130	450,000	1,002,978	504,422
May 31, 1871	12,0	12,0	12,0	—	—	90 Brunswick and Albany... Georgia	1,808,000	5,980,000	5,980,000	5,980,000
Jun. 30, 1870	242,0	—	—	—	—	91 But, Bradford and Pitcairn... N. Y. & Penn.	2,285,000	553,500	2,285,000	2,285,000
Sept. 30, 1870	26,0	—	—	—	—	92 But, Bradford and Pitcairn... N. Y. & Penn.	1,366,953	1,700,000	1,682,000	1,682,000
Sept. 30, 1870	1,6	7,0	7,0	—	—	93 Buffalo and Lake Ontario... N. Y. & Penn.	1,700,000	687,000	1,600,000	1,600,000
Mar. 31, 1871	93,6	9,0	9,0	—	—	94 Buffalo and Lake Ontario... N. Y. & Penn.	1,177,000	1,263,000	1,263,000	1,263,000
Sept. 30, 1870	117,0	17,7	17,7	—	—	95 Buffalo and Lake Ontario... N. Y. & Penn.	1,000,000	1,000,000	1,000,000	1,000,000
Sept. 30, 1870	117,0	17,7	17,7	—	—	96 Buffalo and Lake Ontario... N. Y. & Penn.	1,000,000	1,000,000	1,000,000	1,000,000
Sept. 30, 1870	117,0	17,7	17,7	—	—	97 Buffalo and Lake Ontario... N. Y. & Penn.	1,000,000	1,000,000	1,000,000	1,000,000
Sept. 30, 1870	117,0	17,7	17,7	—	—	98 Buffalo and Lake Ontario... N. Y. & Penn.	1,000,000	1,000,000	1,000,000	1,000,000
Sept. 30, 1870	117,0	17,7	17,7	—	—	99 Buffalo and Lake Ontario... N. Y. & Penn.	1,000,000	1,000,000	1,000,000	1,000,000
Sept. 30, 1870	117,0	17,7	17,7	—	—	100 Buffalo and Lake Ontario... N. Y. & Penn.	1,000,000	1,000,000	1,000,000	1,000,000
Sept. 30, 1870	117,0	17,7	17,7	—	—	101 California & Pacific... California	1,366,200	127,370	1,258,000	1,258,000
Sept. 30, 1870	142,0	14,0	14,0	—	—	102 Camden and Burlington Co... New Jersey	649,210	9,000	1,000	9,000
Sept. 30, 1870	142,0	14,0	14,0	—	—	103 Camden and Burlington Co... New Jersey	1,177,000	28,000	30,000	28,000
Sept. 30, 1870	142,0	14,0	14,0	—	—	104 Camden and Atlantic... New Jersey	1,761,322	328,543	30,630	107,655
Dec. 31, 1870	163,0	16,0	16,0	—	—	105 Camden and Atlantic... New Jersey	1,762,832	426,926	3,174,000	2,446,000
Sept. 30, 1870	163,0	16,0	16,0	—	—	106 Cedar Rapids and Minnesota... Iowa	4,878,000	816,383	2,345,000	2,166,846
Sept. 30, 1870	163,0	16,0	16,0	—	—	107 Cedar Rapids and Minnesota... Iowa	4,878,000	1,478,678	1,383,071	1,383,071
Dec. 31, 1870	163,0	16,0	16,0	—	—	108 Cedar Rapids and Mississippi River... Iowa	11,381,183	1,478,678	1,380,000	1,380,000
May 31, 1871	55,0	—	—	—	—	109 Burlington and Southwestern... Iowa & Mo.	6,000,000	447,000	211,274	426,900
Apr. 30, 1871	45,0	—	—	—	—	110 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Sept. 30, 1870	45,0	4,0	4,0	—	—	111 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Dec. 31, 1870	60,0	81,0	81,0	—	—	112 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Dec. 31, 1870	65,0	2,5	2,5	—	—	113 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Sept. 30, 1870	72,0	2,3	2,3	—	—	114 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Dec. 31, 1870	72,0	2,3	2,3	—	—	115 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Sept. 30, 1870	72,0	2,3	2,3	—	—	116 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Dec. 31, 1870	72,0	2,3	2,3	—	—	117 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Sept. 30, 1870	72,0	2,3	2,3	—	—	118 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Dec. 31, 1870	72,0	2,3	2,3	—	—	119 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Sept. 30, 1870	72,0	2,3	2,3	—	—	120 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Dec. 31, 1870	72,0	2,3	2,3	—	—	121 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Sept. 30, 1870	72,0	2,3	2,3	—	—	122 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Dec. 31, 1870	72,0	2,3	2,3	—	—	123 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Sept. 30, 1870	72,0	2,3	2,3	—	—	124 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Dec. 31, 1870	72,0	2,3	2,3	—	—	125 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Sept. 30, 1870	72,0	2,3	2,3	—	—	126 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Dec. 31, 1870	72,0	2,3	2,3	—	—	127 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Sept. 30, 1870	72,0	2,3	2,3	—	—	128 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Dec. 31, 1870	72,0	2,3	2,3	—	—	129 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Sept. 30, 1870	72,0	2,3	2,3	—	—	130 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Dec. 31, 1870	72,0	2,3	2,3	—	—	131 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Sept. 30, 1870	72,0	2,3	2,3	—	—	132 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Dec. 31, 1870	72,0	2,3	2,3	—	—	133 Burlington and Southwestern... Iowa & Mo.	1,366,200	1,258,000	1,258,000	1,258,000
Sept. 30, 1870	72,0	2,3	2,3	—	—	134 Burlington and Southwestern... Iowa & Mo.	1,			

RAILROAD SHARE LIST, including Mileage, Rolling stock, Debts, Income, Dividends, &c., &c.

“brick” (*) occurring in the column headed “Rolling Stock” signifies that the cost thereof is included in that headed “Railroad.” A dash (—) across the column signifies “nil,” and running dots (---) signify “not ascertainable.”

Abstract of General Balance Sheet.											
Value of Shares.		Market. Par.		Dividends.		Earnings.		Operations.			
								Carried one mile.		Operations.	
								Freight.		Freight.	
								Passenger.		Passenger.	
								Gross.		Net.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	
								M.		M.	

12 ALL-BOY

LOAD SH

occurring in the column headed "B-W".

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out- standing.	Div'ds			Market Price.
		Rate.	Paid.	Market	
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic & St. Lawrence* guar.	2,494,000	4	4	...	
Baltimore and Ohio, pref.	3,000,000	6	6	150	
Berkshire, * guaranteed.	600,000	7	7	...	
Blossburg and Corning* guar.	250,000	5	5	...	
Boston, Concord and Montreal, pref.	1,340,000	6	6	75	
Buffalo, N. York and Erie, * guar.	950,000	7	7	74	
Camden and Atlantic, pref.	753,695	7	7	60	
Catavissia, * pref. and guar.	2,200,000	7	7	90	
Cayuga and Susquehanna, * guar.	589,110	9	9	...	
Cedar Rapids & Missouri, * preferred and guaranteed.	755,000	7	7	...	
Central Ohio, preferred.	400,000	7	7	31	
Chesnham, * guar.	380,000	8	6	...	
Cheshire, preferred.	2,017,815	7	3	85	
Chicago and Alton, pref.	2,425,400	7	10	120	
Chicago, Iowa and Nebraska, * guar.	2,600,000	7	10	120	
Chicago and North Western, pref.	20,370,293	7	7	92	
Cleveland and Mahoning, * guar.	2,056,000	7	7	...	
Cleveland and Toledo, * † guar.	6,250,000	8	8	...	
Cochecho, preferred.	177,750	8	8	...	
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	91	
Emerson Valley, 1st pref.	241,900	8	8	114	
Delaware, * guaranteed.	242,000	6	6	...	
Detroit & Milwaukee, * preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City, * preferred and guaranteed.	330,308	7	7	97	
Dubuque Southwestern, pref.	492,500	8	8	...	
Eastern (N. H.), * guaranteed.	500,000	5	5	...	
Elmira and Williamsport, * guar.	500,000	5	5	...	
Elmira and Williamsport, * preferred and guaranteed.	500,000	7	7	88	
Erie, preferred.	8,536,910	7	7	65	
Evansville and Crawfordsville pref.	100,000	7	7	...	
Hannibal and St. Joseph, pref.	5,078,224	7	7	64	
Harrisburg and Lancaster, * guar.	1,182,550	7	7	...	
Housatonic, preferred.	1,180,000	8	4	104	
Huntington & Broad Top Mountain, preferred.	190,750	7	3	30	
Joliet and Chicago, * guar.	1,500,000	7	7	...	
Joliet and Northern Indiana, * guar.	300,000	8	8	...	
Lackawanna and Bloomsburg, pref.	500,000	7	5	...	
Leeds and Farmington, * guar.	2,646,100	7	7	...	
Louisville, Cincinnati and Lexington, preferred.	848,700	9	9	87	
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	22	
“ “ 2d pref.	4,051,744	6	...	12	
Manchester and Lawrence.	1,000,000	...	9	...	
Michigan Southern, guaranteed.	586,800	10	10	...	
Mill Creek and Mine Hill, * guar.	323,375	10	10	...	
Milwaukee and St. Paul, preferred.	9,744,268	7	...	78	
Mine Hill and Schuylkill Haven, * guaranteed.	3,775,000	8	8	...	
Mount Carbon & Pt. Carbon, * guar.	282,250	12	12	...	
New Haven and Northampton*.	1,344,000	2	...	...
New York and Harlem, pref.	1,500,000	8	8	135	
Niagara Bridge and Canandaigua, * guar.	1,000,000	6	...	...
North Eastern (S. C.) preferred.	155,800	8	8	...	
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103	
Ohio and Mississippi, pref.	3,500,000	7	7	74	
Paterson and Hudson, * guar.	630,000	8	8	...	
Paterson and Raritan, * guar.	248,000	5	5	...	
Peoria and Bureau Valley, * guar.	1,200,000	6	...	...
Philadelphia and Erie, *.	5,996,700	10	...	...
Philadelphia and Reading, pref.	1,551,800	10	...	...
Philadelphia and Trenton, * guar.	1,099,720	10	...	...
Pittsfield and North Adams, * guar.	450,000	6	...	...
Portl. & Kennebec (Yarmouth) guar.	203,000	6	...	...
Portland, Sago & Portsmouth, * guar.	1,500,000	6	...	...
Portsmouth and Concord.	350,000	7	7	...	
Richmond, Fredericksb. & Potomac, guaranteed.	142,000	7	7	...	
Rochester and Genesee Valley, *.	557,560	7	7	...	
Rutland, preferred.	7	7	77	...	
St. Louis, Alton and T. H., pref.	2,040,000	7	7	54	
Sandusky and Cincinnati, pref.	445,545	6	6	...	
Schuylkill Valley, * guar.	576,000	5	5	36	
Shanokin Valley & Pottsville, * guar.	869,450	5	5	...	
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	...	
“ “ “ (E. D.) pref.	1,700,000	7	7	...	
Toledo, Wabash and Western, pref.	1,000,000	7	7	84	
Troy and Greenbush, * guar.	274,000	7	7	...	
Vermont and Canada, * guar.	2,500,000	8	8	...	
Warren, * guar.	1,408,300	7	7	...	
White Mountains, * guar.	200,000	5	5	...	
Wright's, York & Gettysburg, * pref.	317,050	2	...	14	
CANAL STOCKS:					
Delaware Division, * guar.	1,633,350	8	8	...	
Morris, pref. d.	1,175,000	10	10	122	
Schuylkill Navigation, pref.	2,888,997	6	6	33	
Union, preferred.	...	6	...	2	
MISCELLANEOUS STOCKS:					
Delaware Coal, pref.	6	...	...	...
Mariposa Mining, pref.	5,774,400	7	7	14	

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 14 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 14 cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....per ton \$3 50 @ 38
Pig, American, No. 1.....36 @ @
Pig, American, No. 2.....34 @ 35
Pig, American, Forge.....33 @ 34
Bar, Refined, English and American.....36 @ 36
Bar, Swedes, assorted sizes.....(gold) \$5 @ 100

STONE PRICES.

Bar, Swedes, ordinary sizes.....107 50 @ 120
Bar, Refined.....90 @ @
Bar, Common.....95 @ @
Screw.....107 50 @ 127 50
Ovals and Half-round.....107 50 @ 125
Band.....— @ 102 50
Horse Shoe.....105 @ @ 115
Rods, 1/2-16 inch.....95 @ @ 130
Anvils (Eagle).....112 50 @ 160
Nail Rod.....per lb. — 6 @ @
Sheet, Russia, as to No.'s.....(gold) 15 @ @ 16
Sheet, Single D. and T. Common.....5 1/2 @ 6
Rails, English.....(gold) per ton 57 @ @ 59
Rails, American, at Works in Penna. c'y. 70 @ @ 71
Anvils (Eagle).....per lb. currency. — 8 @ @

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 21 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 32 cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality) per lb. — 15 @ 18
English Spring (2d and 1st quality).....7 @ 10
English Blister (2d and 1st quality).....10 @ 17
English German (2d and 1st quality).....11 @ 13
American Blister "Black Diamond".....— @ 12
American, Cast, Tool, do.....— 15 @ 16
American, Spring, do.....— 9 @ 11
American Machinery do.....— 9 @ 10
American German do.....— 9 @ 11

NAILS—DUTY: Cut, 1/2; Wrought, 2d; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d.....per 100 lb. — @ 4 65

Cut Spikes, all sizes.....— @ 4 90

Clinch.....5 15 @ 6 65

Horse Shoe, Forged (No. 10 to 5).....per lb. 19 @ @ 33

Copper.....— @ 40

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....(gold) per lb. 43 @ @

Straits.....(gold) — 38 @ @

English.....(gold) — 38 @ @

Plates—Fair to good brands. — Gold. — Currency.

I. C. Charcoal.....per box 9 37 1/2 @ 9 62 1/2 10 25 @ 11

I. C. Coke.....8 25 @ 9 — 9 25 @ 10 25

Coke Terne.....7 @ 8 — 8 @ 9 25 @ 9 25

Charcoal Terne.....8 25 @ 8 50 9 50 @ 10 25

Residuum.....per bbl. 4 — @

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 10 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 40 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 12; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 24; all over that, 3 cents per lb.

American Window. (Single Thick.)

1st. 2d. 3d. 4th. (Old List.)

Sizes. A. B. C. D.

6 by 8 to 7 by 9.....\$7 75 \$7 00 \$6 50 \$6 00

8 by 10 to 10 by 15.....8 25 7 50 7 00 6 50

11 by 14 to 12 by 18.....9 75 9 00 8 00 7 00

14 by 16 to 16 by 24.....10 50 9 50 8 50 7 50

18 by 22 to 18 by 30.....12 25 11 25 10 00 8 00

20 by 30 to 24 by 36.....15 00 13 75 11 50 9 00

24 by 31 to 24 by 36.....16 50 15 00 12 50 10 00

25 by 36 to 30 by 44.....17 50 16 00 14 50 12 50

30 by 46 to 32 by 48.....20 00 18 00 15 50 13 50

32 by 50 to 32 by 56.....22 00 20 00 17 00 14 50

Above.....25 00 23 00 20 00 16 00

(The above subject to a discount of 55@60 per cent.)

french Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10 (4 qts.).....per 50 feet 10 @ 7 75

8 by 11 to 10 by 15 (4 qts.).....10 50 @ 8 —

11 by 14 to 12 by 18 (4 qts.).....12 @ 9 25

14 by 16 to 16 by 24 (4 qts.).....12 50 @ 9 75

18 by 22 to 18 by 30 (4 qts.).....15 @ 10 50

20 by 28 to 24 by 30 (4 qts.).....18 50 @ 12 50

26 by 34 to 24 by 36 (4 qts.).....19 50 @ 12 50

28 by 38 to 28 by 44 (3 qts.).....22 @ 16 50

28 by 46 to 30 by 48 (3 qts.).....23 @ 17 —

30 by 50 to 32 by 52 (3 qts.).....24 50 @ 18 —

32 by 54 to 34 by 56 (3 qts.).....26 50 @ 19 50

34 by 58 to 34 by 60 (3 qts.).....30 @ 22 —

36 by 60 to 40 by 60 (3 qts.).....36 @ 28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

Th. 21. F. 22. Sat. 23. M. 25. Tu. 26. W. 27.

Canton Co.	102	103	112	117	117	117
Central Pacific Co.	102	103	112	117	117	117
Central of N. Jersey.	102	103	112	117	117	117
Chicago and Alton.	117	117	117	117	117	117
“ pref.	117	117	117	117	117	117
“ I. M.	117	117	117	117	117	117
“ S. F.	117	117	117	117	117	117
Chicago, Burlington & Quincy.	88	88	92	92	92	92
Chicago & North Western.	63	66	66	66	66	66
“ pref.	63	66	66	66	66	66
“ I. M.	63	66	66	66	66	66
“ S. F.	63	66	66	66	66	66
Chicago, Rock Island & Pacific.	104	104	105	105	105	105
“ pref.	104	104	105	105	105	105
“ I. M.	104	104	105	105	105	105
“ S. F.	104	104	105	105	105	105
“ pref.	104	104	105	105	105	105
“ I. M.	104	104	105	105	105	105
“ S. F.	104	104	105	105	105	105
“ pref.	104	104	105	105	105	105
“ I. M.	104	104	105	105	105	105
“ S. F.	104	104	105	105	105	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

Th.21. F.22. Sat.23. M.25. Tu.26. W.27

FEDERAL STOCKS:-

U. S. 5s, 1874, reg.	109	109	109	109	109
U. S. 5s, 1874, coup.	113	113	113	113	113
U. S. 5s, 10-40s, coup.	117	117	117	117	117
U. S. 5s, 10-40s, reg.	117	117	117	117	117
U. S. 5s, 1881, reg.	109	109	109	109	109
U. S. 5s, 1881, coup.	109	109	109	109	109
U. S. 6s, 1881, reg.	114	114	114	114	114
U. S. 6s, 1881, coup.	114	114	114	114	114
U. S. 6s, '81, O.W.L.	109	109	109	109	109
U. S. 6s, 5-20s, reg. '62.	109	109	109	109	109
U. S. 6s, 5-20s, c. 1862, 109	109	109	109	109	109
U. S. 6s, 5-20s, reg. '64.	109	109	109	109	109
U. S. 6s, 5-20s, c. 1864.	109	109	109	109	109
U. S. 6s, 5-20s, reg. '65, 109	109	109	109	109	109
U. S. 6s, 5-20s, c. 1865.	109	109	109	109	109
U. S. 6s, 5-20s, r. n. '65, 109	109	109	109	109	109
U. S. 6s, 5-20s, c. n. '65, 114	114	114	114	114	114
U. S. 6s, 5-20s, reg. '67.	115	115	115	115	115
U. S. 6s, 5-20s, c. 1867, 115	115	115	115	115	115
U. S. 6s, 5-20s, reg. '68.	115	115	115	115	115
U. S. 6s, 5-20s, c. '68.	115	115	115	115	115
U. S. 6s, Pac.R. issue 113	114	114	114	114	114

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 26.

W.20. Th.21. F.22. Sat.23. M.25. Tu.26

Uatawissa					
.. preferred					
Camden and Amboy	134	135	129	129	129
.. 6s, 1875					
.. 6s, 1883	90	90	90	90	90
.. 6s, 1889					
.. mort. 6s, '89 94					94
Elmira & Williamsport					
.. pref.					
.. 7s.					
Lehigh Navigation	38	39	39	39	38
.. 6s, 1884					
.. Gold L.	90	90	90	90	90
.. R. R. L.					
.. Conv. L.					
Lehigh Valley R. R.	60	60	60	60	60
.. 6s new coup.					94
.. 6s new reg.					93
Little Schuylkill R. R.		47			
.. 7s.					
Minehill					
Morris Canal					
.. pref.		122			
North Pennsylvania	49	49			
.. 6s, 1880	101				
.. 7s.		95			
.. 10s, 1887					
Northern Central					
Oil Creek & Alleg. Riv.	48	48	48	48	48
.. 7s.					
Pennsylvania R. R.	58	57	57	57	57
.. 1st M.					
.. 2d M.	95				
.. Gen. mort.	95				95
.. reg.	95				
Penn. State. 6s, 1st series					
.. 6s, 2d series	106				
.. 6s, 3d series					109
Philadelphia City, 6s					
.. new	99	99	99	99	99
Philad. Germ. & Nor.					
Philad. & Reading	57	55	55	55	55
Philadelphia and Erie					
.. 6s					
.. 7s.	89				
Schuylkill Navigation					
.. pref.					
.. 6s, 1882	78				
.. 6s, 1876					
.. 6s, 1872					
Huntington, (Horse). 21					
Chestnut & Wal.					
Green & Coates					
2d and 3d streets					
Spruce and Pine		33			
13th and 15th sts.					

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 26.

W.20. Th.21. F.22. Sat.23. M.25. Tu.26

Baltimore City 6s, 1875		98			
.. 1886					
.. 1890		97			97
.. 1884					
.. 1900					
Balt and Ohio		141			
.. bonds, 1875					
.. 1880					
.. 1885					
Marietta & Cin. 1st M.		94			95
.. 2d M.	85	85			
.. 3d M. 8s		79			
Northern Central					
.. bonds, 1886					
.. 1900					
Pittsb. & Connellav. 7s. 93					
N. W. Va. 1st mort.					
.. 2d mort.					
.. 3d mort.					
Virginia 6s, Consol.	55	52	54	52	
Defer. Certif.					23
City Passenger R. R.					

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

Th.21. F.22. Sat.23. M.25. Tu.26. W.27

Boston and Albany	150	149	148	148	W.27
Boston and Lowell					
Boston and Maine					
Boston and Providence		147			147
Boston, Hartford & Erie					
.. 7s, new	27	28	28	29	29
Cheshire, pref.					85
Concord					
Connecticut River					
Eastern	106	106	105	104	
Fitchburg		133	133		
Manchester & Lawrence					
Michigan Central		114	114		
Northern, N. H.					111
Ogdens & Lake Champlain	90				87
.. pref.	104				103
Old Colony & Newport					
Ph. Wil. & Baltimore		55			56
Portland, Saco & Ports.	129				
Union Pacific		27			28
" 6s.					78
" Land Grant 7s.					78
" Income 10s.					80
Vermont & Canada	98	98	98	98	98
Vermont & Mass.		84			
South Boston (Horse)					
Cambridge		76			
Middlesex					97
Central Mining Co.					
Copper Falls		11			
Franklin					
National					
Pewabic					
Quincy					

London Stock Exchange.

	Closing	Prices.
	Dec. 8.	Dec. 1.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort. 1880	85	87 - 92
Do. 2d mort. 1881	78	80 - 85
Do. Penn. 1st mort. 1877	85	87 - 92
Do. 2d mort. 1882	78	80 - 85
Do. Consol. 7 per cent. mort. 1890	34	34 - 35
Detroit and Milwaukee 1st mort. 7s.	74	73 - 78
Do. 2d mort. 8 p. c.	75	70 - 80
Erie shares 100 dol. all paid.	26	26 - 28
Do. sterl. 6 p. c. convertible bonds	75	75 - 77
Illinois Central, 6 per cent. 1875		
Do. Redemption mort. bonds 6 p. c. 100	102	100 - 102
Do. 100 dol. shares, all paid.	109	109 - 110
Marietta and Cincinnati 7s.	84	84 - 86
Michigan Central 8s, conv. 1869	90	90 - 100
Panama 2d mort. 7s, 1872	99	99 - 101
Panama General mort. 7s, 1897	78	78 - 80
Penn. R. R. bonds 2d mort. 6 per ct.	97	97 - 99
Do. General mort. 6 p. c. 1910	97	97 - 99
Do. \$50 shares	48	48 - 49
Philadelphia and Erie 1st mort. 1881	94	93 - 95
Do. with option to be paid in Phila.	94	93 - 95

American Railroad Journal.

Saturday, December 30, 1871.

Stock Exchange and Money Market.

Money has been unusually active and stringent all through the week. The speculative inquiry has been more urgent, and with lighter offerings in the open market rates have ruled decidedly against the borrowing interest, having been on call toward the close quoted up to from 7 per cent. in gold, to as high as $\frac{1}{4}$ of one per cent. for carrying stocks over from one day to another. Some few of the large Government houses have had their wants provided for, on call, at the legal rate in currency, but this has been an exceptional feature of the week's business. For mercantile credits, there has been comparatively little currency, at the nominal ruling discount figures, which have been from 8@12 per cent per annum. The various corporations, having January dividends to provide for, have been collecting their funds; and this movement, with the settlements which always attend the closing of the year, caused a good deal of shifting of loans and tended to stimulate the activity in the market. The city banks, in their last weekly exhibit, showed a marked decrease in all their averages, due largely to the fact that several banks, which

are not members of the Clearing House Association were not reported in the latest statement, while they were included in the previous week's summary; and it has been announced that they will not be embraced in future returns.

The city banks, in their latest return, show a reduction of \$3,314,600 of legal tender notes, \$2,986,300 of specie, and \$18,544,600 of deposits; also a decrease of \$11,796,700 in their loan and discount averages, and \$458,200 in their item of circulation. The city bank exchanges, last week, averaged \$106,261,542; and thus far, this week, 93½ millions daily. The banks now hold \$7,001,925 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$22,764,700, against \$18,389,756 same time last year. The city bank deposits are now \$199,346,700 against \$188,748,754 of the week ending Dec. 24th, 1870. The legal tender reserve amounts to \$41,217,800 against \$46,739,688 same time last year. The circulation now stands at \$28,575,600 against \$32,188,983, same time last year. The loans are now \$271,888,000, against \$264,811,129 at this date last year.

The U. S. Sub-Treasury increased its currency balance \$1,628,516 and its coin reserve \$402,062, as the result of the week's business. The receipts of the office were \$3,561,382 in coin, and \$4,106,962 in currency; payments, \$3,159,320 in coin, and \$2,478,446 in currency. The office received \$1,625,000 in coin or its equivalent, from customs; and disbursed \$2,478,446 of coin interest.

The U. S. Sub-Treasurer retired, last week, \$1,356,789 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for \$369,652,500; and as security for deposits of public money, United States bonds for \$15,249,000. The aggregate of the outstanding circulation of the National Banks of the country is \$327,578,826. National gold bank circulation issued to date, \$520,000.

Government revenues have been yielding moderately, since our last. The excises yielded last week about 2½ millions, and thus far since July 1, about 65 millions. The customs at the port of New York, last week were \$1,571,786; and at the outports, equal to about \$525,000 more, all in coin, or coin certificates.

Gold has been quoted lower under increasing offerings, and a less confident demand, particularly from speculative sources. The severe pressure in the Money Market has been against active dealings at the Gold, as well as at the Stock Exchange. The customs call has been on a restricted scale, and the export drain, unimportant. The range of the price during the week has been from 108½@108½ and the closing quotation on Wednesday was 108½ against 108½ the preceding Wednesday. The specie outflow, last week, was \$297,882; The Gold Exchange Bank clearances have averaged about 46 millions a day during the week.

The specie exports on Wednesday were \$277,374.

The customs demand for Gold last week, averaged \$325,000 a day; thus far, this week, it has averaged \$325,000 a day or equal to a

weekly aggregate of \$2,150,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$470, and since Jan. 1, 1871, \$8,582,679 against \$11,550,710 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$152,080,901 against \$138,089,755 same time in 1870.

Government disbursed through the U. S. Treasury here, on account of the coin interest on the public debt from Jan. 1, to Dec. 23, 1871, \$82,084,694, against \$85,946,919 same time in 1870.

The export drain of specie was \$297,882 last week, against \$420,127, same week preceding year. The shipments since January 1, 1871, have been \$68,762,719, against \$58,246,983 same time in 1870.

The Assistant Treasurer at this port has paid out about 22 millions of gold on account of Five-Twenties redeemed altogether.

Foreign Exchange has been held with a fair show of firmness on quite moderate offerings of prime bills, but has been without activity. Bankers' sixty day bills on London closed on Wednesday at 109½@109½; sight bills on London, 109½@109½.

The produce exports from this port, week ending with Dec. 27, were to the currency value of \$4,048,894.

Government securities have been offered with unusual reserve, notwithstanding the severity of the Money pressure, and prices have been generally quoted strong and buoyant, with a fair inquiry for the long date bonds.

On Tuesday, the U. S. Assistant Treasurer gave public notice that in conformity with instructions of the Secretary of the Treasury, "called" bonds of the loan of 1862 will hereafter be accepted in any purchases of bonds that may be made at the Government office, subject to the same regulations as govern the purchases of other Five-twenty bonds.

On Wednesday, Government bought in \$240,550 of Five-Twenties at 108 30@108 49. The amount of bonds offered was \$273,650 at from 108 30@108 75.

Government commenced the prepayment of the January interest on the Public Debt, on Wednesday, Dec. 27.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117½@117½; U. S. Five-Twenties of 1862, (other than the bonds called in) 109½@109½; U. S. Five-Twenties of 1864 at 109½@109½; U. S. Five-Twenties of 1865, 111@111½; U. S. Five-Twenties of 1865 consolidated, 114@114½; U. S. Five Twenties of 1867, 115½@115½; U. S. Five-Twenties of 1868, 115½@115½; U. S. Ten-forties at 109½@109½; U. S. Fives of 1881 (Funding Loan) 109@109½. Six per cent. currency bonds, 114½@114½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 13.	Dec. 20.	Dec. 27.
Consols	92½	92½	92½
U. S. 5-20's of 1862..	92½	92½	92
U. S. 5-20s, 1855	93½	93½	93½
" 1867	96½	*98½	93½
" 10-40s	91½	91½	91½
Erie,	27½	27½	27½

* Less the January coupon.

The new Funding Five per cent. Loan was

quoted in London on Wednesday at 91½@91½. State bonds have been quiet, and irregular in price.

Railway bonds have been attracting more than the usual share of attention from investment buyers; and the more substantial of the older loans have been very firm in price on light offerings. Central Pacific Sixes have been in better request, closing at 103½@103½. For the Chesapeake and Ohio Sixes there has been an improved investment inquiry, and the bonds have been marketing at a rate which promises the early closing out of the small remainder of the Loan (less than two millions). The price is now quoted at 94 per cent. and accrued interest.

Railway and miscellaneous share property has been moderately active, and despite the unusual Money stringency, prices though irregular, closed stronger.

General business has been comparatively tame, and values have generally favored purchasers. Middling upland cotton closed on Wednesday at 20@20½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,306,898 bales, against 1,561,924 bales same time in the preceding year; exports 626,000 bales, against 832,555 bales in the previous year; stock at the ports at latest dates, 429,178 bales, against 489,024 bales same date 1870.

At the Live Stock Markets, Beeves have been in limited demand and at from 7½@13 cts.; Veals at 4@10½ cts.; Sheep at 4@8 cts.; Lambs at 5@9 cts.; Swine, at 4 cts. per lb., all live weight. The week's receipts were 5,425 Beeves, 670 Veal Calves, 18,868 Sheep and Lambs; and 49,758 Swine. The aggregate receipts in 1871 were 374,995 Beeves, 4,377 Cows, 121,171 Calves, 1,316,408 Sheeps and Lambs, and 41,310,280 Swine.

Foreign goods continue in moderate request at about previous rates. The week's imports of foreign goods reached \$5,232,039, including \$1,470,789 of dry goods.

Ocean freights have been less active with rates quoted easier and irregular.

At the auction sale of Scranton Coal on Wednesday 120,000 tons were disposed of at a further reduction, the range having been from \$3 42½@ \$5, as against \$3 35@ \$5 25 in November.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 24½; do, Apl. and Oct, 22; North Carolina 6s, special tax, 12½; do, Fund Act, 1866, 24; do, 1868, 20; Louisiana 6s, Levee bonds, 62½; Mil. and St. Paul 1st mort. Iowa div., 90; St. Louis and Iron Mt. 1st mort., 96; Cedar Falls and Minnesota 1st mort., 85; Long Dock bonds, 90; Toledo, Peoria and Warsaw 1st mort. E. D., 94; Toledo, Wabash and Western consol., 87; Ohio and Mississippi 2d mort., 81½; New York and New Haven R. R. 6s, 97; Central of New Jersey new, bonds, 104; Albany and Susq. R. R., 91; Long Island R. R., 61; Lake Shore and Michigan scrip., 84½; Quicksilver pref., 80½; Western Union Tel., 60½; do, 7s, 92½; Consol. Coal of Md., 28½; Am. Coal, 25; Am. Mer. Union Exp., 59½; U. S. Exp., 65; Adams Exp., 91½; Wells Fargo Exp., 56½.

Philadelphia.—Morris Canal 1st mort., 92; do,

2d mort., 90½; West Jersey 7s, 102; Steubenville and Indiana 1st mort., 75½; Huntingdon and Broad Top Mt. R. R., 11; do, 1st mort., 101½; Penn. and New York 7s, 93½; Wilmington and Reading 7s, 96; Susquehanna Canal 6s, 70½; Allegheny Valley R. R. 7 3-10s, 94; Catawissa R. R. 7s, 95; Allegheny County 5s, 78½; St. Nicholas Coal, 2. The latest quotations are: City 6s, —@ 94½; do, free of tax, 99@99½; Pennsylvania State 6s, W. L. 102@102½; do, 1st series, 103@103½; do, 2d series 106½@106½; do, 3d series, 109½@109½; Reading, 55½@55½; do, 7s, 1883, —@101; do, mort. 6s, 1880, 92½@—; Camden and Amboy, 128½@129; do, mort. 6s, 1889, 98½@94; do, 1888, 90@90½; do, 1889, 88@89; Pennsylvania R. R., 57½@57½; do, 1st mort., 102@102; do, 2d mort., 98½@99; do, General mort. coupon, 94½@95; do, reg., 96½@—; Little Schuylkill R. R., 47@47½; Morris Canal, 49@50; do, pref., 122½@124; do, 6s, 92@92; Susquehanna Canal, 6½@11; do, 6s, 70@70½; Schuylkill Nav., 8½@8½; do, pref., 16@17; do, 6s, 1882, 78½@78½; Elmira and Williamsport pref., 42@45; do, 7s, 1873, 92@—; do, 5s, 58@—; Lehigh Coal and Navigation, 38½@38½; do, 6s, 1884, 86@88; do, R. R. Loan, 94@95; do, Gold Loan, 90@90½; North Pennsylvania 49@50; do, 6s, 101@101½; do, 7s, 95½@95½; do, Chatto 10s, 110@112; Philadelphia and Erie, 24½@25; do, 6s, 89@90; Minehill, 54½@55; Catawissa, 16@17; do, pref., 44½@45; Lehigh Valley, 60½@60½; do, 6s, new coupon, 94½@95; do, reg., 94½@95½; do, 7s, 101½@101½; Fifth and Sixth streets, (horse,) 44@48½; Second and Third, 65@65; Thirteenth and Fifteenth, 21½@23½; Spruce and Pine, 33@33; Green and Coates, 47@—; Chestnut and Walnut, 54@—; Hestonville, 20@21; Union, 60@—; Germantown, 35@36.

Boston.—Vermont Central 1st mort., 88; Connecticut and Passumpsic Rivers R. R., 91½; do, 7s, 1876, 99½; Maryland and Delaware R. R. 1st mort. 6s, 1885, 50; Old Colony and Newport 7s, 1877, 102½; do, 6s, 1875, 96½; Chicago, Dubuque and Minnesota 8s, 1901, 89½; Cedar Rapids and Missouri 7s, 1916, 89½; Western R. R. 6s, 1875, 98½; Boston and Albany 7s, new, 105½; Cincinnati, Sandusky and Cleveland R. R., 20; 7s, 1890, 82; Indianapolis, Cincinnati and Lafayette R. R., 2½; Summit Branch R. R., 43; Burlington and Missouri River R. R. in Nebraska, 42; do, 8s, 95; Rutland R. R., 25½; do, 7s, 1880, 84; Portsmouth, Great Falls and Conway R. R., 94½; Eastern (N. H.) R. R., 101; Norwich and Worcester R. R., 116½; Cary Imp. Co., 18½; Boston Water Power Co., 42½; Maine 6s, 1889, 100½; New Hampshire 6s, 1874, 100; Massachusetts 5s, 1883, gold, 98½; Boston 5s, 1877, gold, 97; do, 6s, 1874, 100½; Cambridge 6s, 1886, 99; Salem 6s, 1877, 98½; Portland 6s, 1886, 97½; Hartford 6s, 1881, 97½; do, 1876, 97; Chicago 7s, 1881, 95; St. Louis County 7s, 1888, 96½; Lowell 6s, 1890, 99; Minneapolis 8s, 1900, 94½; Bath 6s, 1891, 98½; Charlestown 6s, 1891, 99½; Bangor 6s, 1885, 91½; Allouez Mining Co., 4½; Canada, 20c; Hancock, 3½; Petherick 1½.

Baltimore.—Western Maryland 1st mort. unendorsed, 81; do, 3d mort. guar., 92; Orange and Alexandria 2d mort., 6s, 82½; do, 4th mort., 8s, 82½; Orange, Alexandria and Manassas 7s, 85; Richmond and Danville bonds, 77½; Virginia 6s, old reg., 46; Maryland Defense Loan, 102;

Memphis City 6s, 58½. The latest quotations are: Pittsburg and Connellsburg 7s, 1898, 98½@94; Baltimore and Ohio, 141½@141½; do, 6s, 1875, 96@—; do, 1880, 96@96½; do, 1885, 94@94½; Northern Central, 38½@38½; do, 6s, 1885, 93½@93½; do, 1900, 85@86½; do, 6s, 1900, gold, 98½@98½; N. W. Va 1st mort., 99@—; do, 2d mort., 99@100; do, 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 95½@96; do, 2d mort., 85½@85½; do, 3d mort., 79½@80; Central Ohio, 28@30; do, 1st mort., 85½@86; Western Md. 1st mort. 6s, 1890, 81@—; guar. by Baltimore City, 92½@97; do, 3d mort., guar., 91@92; do, 2d mort. pref., 67@—; do, 6s, guar. by Washington Co., 84@85½; Richmond and Danville bonds, 77½@78; Orange and Alexandria 1st mort. 6s, 85@93½; do, 2d mort. 6s, 82½@83; do, 3d mort. 8s, 89@91; do, 4th mort. 8s, 82½@82½; Orange, Alex. and Manassas 7s, 84@85; Virginia and Tennessee 8s, 89@90; do, 6s, 1st mort., 90@95; do, 6s, 2d mort., 78½@82; Baltimore 6s, 1875, 98@99; do, 1884, 96@97; do, 1886, 96@98; do, 1890, 97@98; do, 1893, 97½@98; do, 1900, 98½@99½; Memphis City 6s, 58@58½; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 101@102; City Passenger R. R., 24@25; George's Creek Coal, 80½@86¾.

Railroads in California.

There are now in operation in California 902½ miles of railroad, as follows: Main Central Pacific road (to State line) 293, California and Oregon branch of same (Roseville Junction to Red Bluff) 115, San Joaquin Valley branch of same (Lathrop to Bear Creek) 58, Southern Pacific (to Hollister) 100, Watsonville branch of same 20, California Pacific (Vallejo to Marysville) 95, Napa Valley branch of same to Calister 33, North Pacific (Donahue to Healdsburg) 42, Sacramento Valley road 48, California and Northern (Marysville to Oroville) 26, San Pedro and Los Angeles 21, Stockton and Copperopolis road to Milton 48, San Rafael and San Quentin 3½ miles.

At the recent annual meeting of the Norwich and New York Transportation Co., at Norwich, Conn., a committee was appointed to procure estimates for the building of a large passenger boat, to take the place of the City of New London, recently burned. The officers elected were:—President A. F. Smith, Norwich; general manager, Julius Webb, Norwich; Secretary and treasurer, H. R. Parker, Norwich.

The Commissioners of the Intercolonial Railway have assured the Halifax Chamber of Commerce, that about 85 per cent. of the heaviest work on the line is in a state of great forwardness; that the rest would be rapidly pushed forward, and that the people of Halifax would have the pleasure of passing over the road early next summer.

The total delivery from the mines of the Port Henry Iron Ore Company, and Witherbe, Sherman & Co's mines this season has been about 200,000 tons, which is nearly 50,000 increase on any previous year's delivery.

The Clarke (Va.) Courier learns from a reliable source that the work of constructing the Shenandoah Valley railroad would be resumed about the first of January.

Erie Railway.

According to the report of this road for the year ending September 30, 1871, the total amount of capital stock paid in is \$86,536,910; funded debt, \$26,398,800, (an increase of \$3,000,000). The following table shows the cost of the road and equipment:

	By last report.	By present report.
For gradation and masonry.....	\$2,427,315 08	\$2,480,545 57
For bridges.....	12,666 52	12,666 52
Superstructure, including iron...	3,406,046 54	3,981,773 58
Passenger & freight stations, buildings & fixtures.	1,342,790 25	1,600,328 90
Engine and car-houses, machine shops, machinery and fixtures	1,837,618 83	1,858,095 20
Land, land damages and fences	572,104 03	534,779 03
Locomotives and fixtures, and snow-ploughs	3,518,095 98	4,087,606 91
Passenger & baggage cars.....	914,023 40	989,456 15
Freight and other cars.....	4,008,468 64	4,783,374 43
Pavonia and 23d street ferries ..	532,548 16	549,385 15
New York & Erie Railroad.....	55,443,905 59	86,026,350 78
Total cost of road and equipment.	\$73,965,587 02	\$106,904,362 22

The following statistics are furnished: Passengers carried, 3,509,208; freight, 4,844,208 tons; average speed (with stops), 20 miles per hour; (in motion), 26 miles; express, 30 and 40 miles; coal carried, 2,199,418 tons; expended for repairs, building, etc., \$3,432,948; repairs of machinery, cars, etc., \$2,854,644; office expenses, agents, conductors, damage to property, etc., \$411,502.

The earnings were \$17,168,005—\$3,247,667 of which was from passengers and \$13,232,235 from freight. The net earnings amounted to \$118,264. 182 persons were killed on the road and 181 injured.

The Wilmington and Western Railroad, connecting Wilmington, Del., with Oxford, Chester county, Pa., is progressing, and it is thought the grading will be completed by spring as far as Ladenburg.

The Jacksonport (Ark.) Statesman says that the engineers of the Memphis and Kansas City Railroad have made the preliminary survey from Batesville to Jacksonport, and located the bridge just below Paroquette Bluff.

The Directors of the Miramar (Pa.) Railroad Company at a recent meeting resolved to change the name of the corporation to that of the Harrisburg and Potomac Railroad Company.

The trains on the Sunbury and Lewistown Railroad are now making connection with the trains on the Northern Central Road.

The survey of the Berks County (Pa.) Railroad will be completed in about two months, and the work will then be put under contract.

The Pennsylvania and Delaware Railroad, from Pomeroy to Delaware Bay, has now most of the grading and masonry completed.

REDEMPTION OF FIVE-TWENTIES OF

1862.

SECOND SERIES.

Further calls of the second and subsequent series of the Five-twenties of 1862 will doubtless follow during the coming year.

The recent relative market values of called and uncalled Bonds show that HOLDERS CAN REALIZE A BETTER PRICE FOR THEIR BONDS BEFORE THEY ARE CALLED IN THAN AFTERWARD.

Holders of ALL FIVE-TWENTIES OF 1862, and especially of the SECOND SERIES, will therefore do well to consider the subject of reinvestment in a more permanent form without delay.

The amount of really first-class and absolutely safe six per cent. Gold Bonds, which can now be had at anything less than par, is very limited. Prominent among them are the SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY, which we offer and recommend, believing them to be as absolutely safe as the Bonds of the Government. Less than \$2,000,000 now remain unsold, and they will be rapidly taken up. Present price, 94, and accrued interest. Interest and principal payable in gold in New York City. Interest May 1 and November 1. Denominations, \$1,000, \$500, and \$100—coupon or registered.

We buy and sell, as usual, GOVERNMENT AND CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS. Accounts of Banks, Bankers, and others received, on which we allow interest at the rate of four per cent. Orders for Investment Stocks and Bonds executed at the Stock Exchange.

FISK & HATCH.

HARVEY FISK.

A. S. HATCH.

Union Pacific Railroad.

The following is a statement of the Land Department of the Union Pacific Railroad, November 1, 1871:

Total land grant bonds issued....	\$10,400,000 00
Less cancelled by land department.....	\$908,000
Less bought by trustees..	201,000

1,109,000 00

Bonds outstanding Nov. 1, 1871 ..	\$9,291,000 00
Land notes on hand (interest not included) applicable to redemption of bonds.....	944,587 74

Leaving bonds to be provided for out of lands.....	\$8,846,412 26
--	----------------

Total sales of lands to Oct. 31, 1871, 480,141 29 acres for....	\$2,030,881 88
Average per acre.....	\$4 28
Lands unsold, 11,579,858 71 acres.	

The Southern Ohio Railroad Company has been incorporated with a capital of \$8,000,000. This road runs from Huntington on the Ohio River, up Symmes Creek, through Lawrence, Gallia, Jackson, Highland, Pike, Clinton, Warren and Green counties, to Dayton, Ohio, and will be a valuable feeder to the Chesapeake and Ohio trunk line eastward.

The Camden and Amboy Railroad and Delaware and Raritan Canal Companies the New Jersey Railroad and Transportation Company, and the Philadelphia and Trenton Railroad Company have each declared a dividend of seven per cent., payable January 2, 1872.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR DAMAGE DONE BY CINDER FROM STEAM ENGINE WITHOUT PROPER SCREEN.

The facts in the late case of *Bedell vs. The Long Island Railroad Company*, (44 N. Y., 367), are as follows:

The action was brought to recover damages for the alleged burning, by the defendant, of the plaintiff's dwelling-house, situated in the village of Hempstead, in Queens County, on the 23rd day of October, 1863.

The defendant, on that day, was running a dummy engine on the Hempstead branch track, that track being the property of the defendant, and connected with its main road. The track runs over Main street, in a northerly direction from Hempstead village. The plaintiff's house was on the northwest corner of Main and Jackson streets, on the west side of the railroad, 32½ feet from the track.

On the day in question the engine passed the house on an up trip about 12 o'clock, and a few minutes after the house was discovered to be on fire on the easterly slope of the roof near the eaves.

The house was entirely consumed, together with some of the furniture.

The engine had formerly been guarded by a spark catcher or screen on top of the smoke pipe; this had been removed for some weeks, during which time sparks and ignited cinders of a considerable size had been thrown in profusion from the engine while in motion, setting fire to fences, and on one occasion flying over the top of the house next south of plaintiff's, and setting fire to it on the west side; and on the morning in question cinders and coals had been thrown upon the stoop of the last named house.

The fuel used in the engine was oak and pine wood.

A day or two after the fire, a screen was put on the smoke pipe, and kept there until coal was substituted for wood.

The fire in the engine was but a few feet from the top of the smoke pipe.

There was no fire in the plaintiff's house, except a moderate one in a stove in the extreme west end of the extension, on the west side of the main house. The other material facts appear from the opinion of the Court.

The jury rendered a verdict for the plaintiff. The defendant appealed to the General Term of the second district, and from affirmance there to this Court.

The following is the opinion of the Court delivered by—

EARL, C.—The only grounds upon which we are asked to reverse that judgment below are, that there was no proof of negligence, and hence that the plaintiff should have been nonsuited; and that improper evidence was received by the judge at the trial, as to the value of the dwelling-house.

1. The mere fact that large sparks were emitted from the engine in such profusion and were carried to such a distance, as to set fire to adjoining fences and buildings, is sufficient to show that there was some carelessness, as common observation and experience show that engines can be and are run through the country without such dangerous consequences. There was, however, evidence that a spark arrester had been used upon

the smoke pipe of this engine before and after the accident, and that while thus used there was no damage from the sparks. The spark arrester had been left off for some weeks before the accident, and this furnished some evidence of negligence. It matters not that it were not common to use the spark arrester upon dummy engines. It is enough that the evidence tended to show that this engine could not with safety be run near dwellings without this appendage, and that it could be with it, and hence ordinary prudence required its use. It is sufficient upon this branch of the case that there was some evidence from which the jury could properly infer negligence in the care management or construction of the engine.

2. To the witness Clomes, who was a carpenter, and knew plaintiff's house, had been in the kitchen of it and knew the dimensions, location and general appearance, the following questions were put by plaintiff's counsel: "Assuming the house to have been very plainly finished in the inside, and to have been partly built in 1814, and an addition made to it in 1836, and taking what you know of the condition of the house in your opinion what was the value of the house?"

To the witness Wells, who was a carpenter, assisted plaintiff in building an addition to his house in 1836, and was then all through the house outside daily after that and knew its condition outside but not inside, at the time of the fire, the following question was put by the plaintiff's counsel: "What in your opinion was the fair value of the house just prior to the fire?"

To the witness Brown, a carpenter, who testified that he knew the house, had seen it but little, and that the house was in good condition at the time of the fire, the following question was put. "Supposing the old part to be of oak and the new of pine, lathed and plastered, finished in a plain and substantial manner, and the timber of an ordinary size and amount what was the fair value of the building on the day of the fire?"

To each of these questions there was a mere general objection, without specifying any grounds, by defendant's counsel, and the court overruled the objection and permitted the witnesses to answer.

I do not think these objections furnish any grounds of error.

While the acquaintance of the witnesses with the house was not very minute and exact, yet they had a general acquaintance with the house, and could form some estimate and give some opinion as to its value. There is no rule of law, and there can be none, defining how much a witness shall know of property before he can be permitted to give an opinion of its value. He must have some acquaintance with it, sufficient to enable him to form some estimate of its value, and then it is for the jury to determine how much weight to attach to such estimate. Here the witnesses were carpenters and had a general acquaintance with the house; they knew its shape, location, external appearance, and to some extent, its internal condition; and the court did not err in allowing the opinions of its value to go to the jury for what they were worth.

If it was claimed, as to either of the questions, that it was incompetent for assuming facts not true or not proven, such ground of objection

should have been specified, that the requisite proof might be given or the questions modified. The judgment should be affirmed with costs. Judgment affirmed.

Utilization of Coal Dust.

The Committee on Science and the Arts, constituted by the Franklin Institute of the State of Pennsylvania, for the Promotion of the Mechanic Arts, to whom was referred for examination specimens of artificial fuel prepared by Mr. E. F. LOISEAU, of Philadelphia, report that they have made trials of the samples produced from anthracite and from bituminous coal.

The mode of manufacture, as related by Mr. Loiseau, is as follows:

1st. Anthracite small coal and dust were mixed with seven per cent. of clay, and compressed into cylindrical moulds about 4½ inches in diameter and 4 inches deep, or else into spherical masses, about 3 inches in diameter.

2d. The moulded masses are placed, for a few minutes, in a bath of benzine in which rosin has been dissolved, and from which they are removed and dried by an exposure to a current of air.

The object of coating them with a film of rosin is to prevent the absorption of moisture and consequent softening of the clay; the solution in benzine penetrates the mass of coal and clay to a depth of about ½ of an inch and so efficiently closes the crevices that samples immersed in water for twelve hours were found dry in the interior when broken up for examination.

Both the anthracite and bituminous fuels were burned in a furnace measuring nine inches in diameter and seven inches in depth, each variety of fuel burned freely and was completely ashed, but the intensity of the combustion was less than that produced by anthracite or bituminous coals of small size burned in the same furnace.

These comparisons were made with a moderate and also with a strong draft.

The average amount of ash obtained from the anthracite artificial fuel was 16 per cent. and from the bituminous artificial fuel was 18.5 per cent.

The heating powers as obtained from trials in Thompson's apparatus are as follows:

One pound of anthracite artificial fuel evaporated 4.30 lbs. of water.
" " 8.50 lbs. of water.
" " 7.86 lbs. of water.
" " 6.76 lbs. of water.

An average of 6.85 lbs. of water.

One pound of bituminous artificial fuel evaporated 9.25 lbs. of water.
" " 11.11 lbs. of water.
" " 12.88 lbs. of water.
" " 10.61 lbs. of water.

An average of 10.99 lbs. of water.

The anthracite average is 7.40 lbs. of water.

The non-uniformity of result is partly due to the imperfect manipulation in mixing the coal and the clay, and partly to the varying amounts of solution of rosin absorbed in the bath to which the material is subjected. The imperfect manipulation can be remedied by the adoption of proper machinery for that part of the process.

The ability of the artificial fuel to bear transportation is less than that of anthracite, or good lump bituminous coals, but the structure is firmer than that of many bituminous and semi-bituminous coals that are carried to market. The masses will generally break up with a fall of three feet, upon a stone pavement, but are strong enough to bear ordinary handling and transportation, and should they become broken would suffer no damage, unless exposed to wet.

The samples of artificial fuel examined are well adapted for use for purposes in which great intensity of combustion is not desired.

For the production of steam in stationary boilers, and for household purposes it can be employed equally as well as any ordinary coal; and whenever the cost of preparation is less than the cost of mining coal, this invention will make

available the immense amounts of small coal now allowed to remain useless at the coal mines. It appears to work far better than the balls or bricks of coal dust and clay and lime that came into vogue in this city many years ago, when anthracite was brought to market without preparation by the coal breaker, which had not then been invented, the balls or bricks thus made not having the protection from wet secured by Mr. Loiseau by his resinous coating.

We consider the method of preparing artificial fuel from waste anthracite and bituminous coals, as presented by Mr. E. F. Loiseau, as ingenious and well adapted to the purpose, and worthy the attention of those interested in the production of a cheap fuel, adapted to a great variety of uses.

Respectfully submitted.

CHARLES M. CRESSON,
WILLIAM H. WAHL, } Sub-Committee.
JOHN WISE,
Philadelphia, Dec. 19, 1871.

Detroit River Tunnel.

A large coffer dam, about 40 feet square, was constructed. Immense piles were driven down, in double rows, upon which were securely bolted six-inch planks also in double rows, thus making an immense box, or sheathing, of wood, a foot thick. Hard blue clay was then filled in, and a solid pier constructed. Through this newly-made land the shaft is to be sunk.

The shaft itself is a massive one of iron, weighing eight tons. Its diameter is 15 feet, its thickness nearly two feet. The water was found to be about 50 feet deep, and the shaft is to be sunk a distance of over 50 feet before the drainage tunnel will be commenced. It has been placed in position, and upon it the brick work has been built to a height of 10 feet. Owing to the frost and necessity of rendering everything perfectly solid and impervious the bricks are laid in asphalt. A temporary structure has been erected over the whole ground, and within fires are kept up continually that the frost may not penetrate the earth. Some twenty men are constantly employed. The base of the shaft is larger than the top, so as to allow of the passage of the same through the ground. By this there is less friction to overcome, and the earth around the shaft is much more easily loosened and broken.

The great weight of the iron base and the additional weight of the brick work will gradually sink it to the required depth. At what rate of progress this can be done it is impossible to say at present, as the shaft has yet hardly made more than an impression. The sinking is, of course, a comparatively easy matter. The real difficulties commence when the bottom is reached. The first movement, then, is to excavate the drainage tunnel. This will be 25 feet lower than the main tunnels at their respective entrances, and will lie between them. From both the Detroit and Windsor sides this tunnel will approach a gradual elevation to the centre, at which point it will be but slightly below the main tunnels. It will have a diameter of five feet, and be connected with the others by iron pipes.—*Detroit Post.*

Rivière du Loup Railway.

The route of this proposed line is on the eastern side of the River St. John, commencing at St. Mary's, opposite Fredericton, passing through the valley of the Keswick, at a short distance from Woodstock, thence to Grand Falls, with its termination at Little Falls, about 160 miles from Fredericton, and 228 from St. John, N. B. The Province of Quebec will have some seventy miles to construct from the boundary line to Rivière du Loup, and then there will be a continuous line to St. John, the commercial capital of New Brunswick, from the upper Provinces. The gauge is to be 3 ft 6 in. The company are allowed by the Amendment Act until May, 1873, to make their surveys of the line, and until May, 1874, to commence construction. The time in which the whole railway is to be completed, under the Act is limited to May, 1879. By the terms of the Act of Assembly, passed in April, 1870, to aid the con-

struction of this line, the Government is to give a bonus of 10,000 acres per mile to the company, the first 25,000 acres of which are to be granted when \$100,000 shall have been expended in actual work on the railway. The lands to be granted are located in the Counties of York, Carleton and Victoria, and, besides being in themselves of great agricultural and manufacturing value, they will have their worth very much enhanced by the road in aid of which they are to be granted. The city councils of York and Carleton have already granted aid to the amount of \$100,000 each, the former taking stock to that amount and the latter giving their grant as a bonus, and the Sessions of Victoria has guaranteed \$50,000. The city of Fredericton, and the New Brunswick and Nova Scotia Land Company take \$25,000 each in stock. It is quite probable that aid will be asked from the city of St. John, and when the matter, as it now stands, is fully presented to the public, there is little doubt that the proposition will be favorably entertained.—*St. John Telegraph.*

Commerce of New York.

The foreign imports at New York for the month of November, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n \$14,004,294	\$13,123,708	
Do. for warehousing	9,886,963	9,371,091
Free goods	1,491,905	1,609,142
Specie and bullion	2,734,075	33,779
Total entered at port ...	\$28,117,237	\$24,137,720
Withdrawn fr. wareh'use	6,325,530	9,005,491

The foreign imports at New York for the eleven months from January 1, were:

	1870.	1871.
Entered for consumpt'n \$158,014,497	\$195,643,997	
Do. for warehousing ...	110,186,682	131,089,797
Free goods	12,666,091	26,493,931
Specie and bullion	11,533,106	6,226,407
Total entered at port ...	\$292,400,376	\$359,404,132
Withdrawn fr. wareh'use	106,063,953	118,492,610

The revenue from customs at New York for eleven months from January 1, has been as follows:

	1870.	1871.
Six months	\$67,581,811	10
In July.....	10,592,841	37
August	15,078,512	90
September	14,182,516	12
October	11,161,364	60
November	9,017,823	32
Eleven months ..	\$127,614,869	41
	\$139,725,512	60

The exports from New York to foreign ports in the month of November, were:

	1870.	1871.
Domestic produce	\$24,125,886	\$18,603,795
Foreign free goods	1,963	64,484
Do. dutiable.....	785,553	564,328
Specie and bullion....	4,896,257	2,124,539

	1870.	1871.
Total exports	\$29,809,609	\$21,357,126
Do. exclusive of specie.	24,918,352	19,282,587

The exports from New York to foreign ports for eleven months from January 1, were:

	1870.	1871.
Domestic produce	\$166,566,411	\$206,774,248
Foreign free goods	336,763	1,076,418
Do. dutiable	9,202,233	7,043,587
Specie and bullion....	56,240,596	61,831,354

	1870.	1871.
Total exports	\$232,346,003	\$276,725,807
Do. exclusive of specie.	176,105,407	214,894,253

The Midland (Canada) Railway Company ask for tenders for the remainder of their line from Beaverton to Orillia and Midland or Hog Bay on the Georgian Bay. The office of the company is at Port Hope, Ca.

New York Central and Hudson River R.R.

By despatch from New York we learn that the completion of the Grand Central depot and the facilities it affords, has enabled Vice-President Wm. H. Vanderbilt to perfect the organization implied by the consolidation of the Hudson River and New York Central Railroads. Mr. Vanderbilt now becomes the head of the consolidated companies, and hereafter the directing influence will be fixed in New York city. Mr. Edwin D. Worcester, Treasurer of the late Central Railroad, resigns that position and accepts the office of Secretary of the consolidated companies, vice Augustus Schell resigned. By this arrangement, Charles C. Clarke, for many years Treasurer of the Hudson River Railroad, becomes Treasurer of the consolidated companies. Mr. Drullard continues the General Freight Agent and will remain in this city, as will also Mr. Utter, Comptroller of real estate, rents and taxes. Auxiliary to the New York management, ex-Senator Henry R. Pierson has been invested with the duty of Managing Director at this city. For the present Mr. Tillinghast is charged with the responsible duties of General Superintendent of the division west of this city, while Mr. Toucey has entire charge of the Grand Central depot at New York, its connections and line east of this city, and incidentally of the two bridges spanning the Hudson river here. C. H. Fisher is designated as Chief Engineer. The promotion of Mr. Worcester will be exceedingly gratifying to the numerous Albany friends of that gentleman, while the continuance of Mr. Pierson in his responsible position is a deserved compliment to a worthy and capable officer. Mr. Tillinghast's retention as Superintendent of the Central division is to be expected, as a matter of course. The General Office of the Company will still remain in this city, with which the interests of the road have been so long identified. It has always been fortunate in the selection of its officers, but never more so than now.—*Albany Journal.*

Canada Southern Railroad.

The work of constructing the Canada Southern Railway has been pushed forward during the past season with a remarkable degree of energy. Between Fort Erie and Amherstburg, on the Detroit river, 200 miles of this road will be completed by the 1st of January next. The bridges for the main line are nearly completed, and those for the St. Clair division will be shortly ready for erection. The entire grading and bridging will be completed and the road ready for the track by early spring. The main line is to be laid with the best English steel rails, of sixty pounds weight to the yard, and are to be laid with fish joints and chairs. As soon as navigation opens next spring the steel rails will be delivered, and it is expected that the road will be completed and open for business during 1872.

The Directors of the Northern Extension of the Rochester, Nunda and Pennsylvania Railroad Company, organized in Rochester, will complete a chain of narrow-gauge railroad to extend from that city up the west side of the Genesee Valley, through Scottsville, Caledonia, York, Moscow and Cuyler to Mount Morris, and thence up the Casqueau Creek to Nunda, and thence through Angelica, Belvidere and other towns to Portville, near the Pennsylvania line, where it connects with a road of the same gauge extending sixty miles into the coal regions.

Hon. Sobieski Ross, of Condersport, Perry county, Pa., has after three months' negotiations with the Pennsylvania Railroad Company, secured the transfer of the charter of the Jersey Shore, Pine Creek and Buffalo Railway to parties who have agreed to build the road. Mr. Ross gives assurance that the work will be pushed to a speedy completion.

Oil Creek and Allegheny River Railroad.

A meeting of the stockholders of this company was held in Philadelphia on the 19th inst., for the purpose of considering and acting on articles of consolidation and merger of the Union and Titusville Railroad Company with the Oil Creek and Allegheny River Railway Company. The stockholders adopted the merger by a unanimous vote.

The Oil Creek and Allegheny River Railway runs from Union along the Allegheny river to Oil City, from there to Petroleum Centre and up Oil Creek to Titusville, and thence to Corry.

The Union and Titusville Road runs from Titusville to Union, a distance of twenty-five miles, and there connects with the Atlantic and Great Western and Philadelphia and Erie Railroads, the road having three rails, thereby accommodating the wide and narrow gauges.

The acquisition of the Union and Titusville Railroad, it is said, will enable the Company to do business fifty per cent. cheaper than over the branch to Corry. The Pittsburgh connections with Buffalo occupy the Corry branch. The Union connection affords direct communication with Erie and the Lakes. The maximum grade is some forty feet to the mile less than the one running to Corry.

The capital stock of the Union and Titusville Railroad is \$700,000. bonded for \$500,000. The dividends are to be the same as the Oil Creek Company, viz: ten per cent.

This gives the Oil Creek Company nearly two hundred miles of single track. The passenger traffic on their road is \$1,000 a day.

Baltimore and Drum Point Railroad.

The Calvert Journal says that the engineers are pushing the survey of this road through the Second and Eighth Election Districts of Anne Arundel county. In passing through the thickly wooded parts of the country they experienced some difficulty, but they have now reached a more open country and are advancing rapidly towards the Calvert line. They pronounce the country through which they have passed advantageous for grading and the construction of a cheap road. On the completion of this road connections will be formed by ferry steamers with several of the Eastern Shore railroads, thus making Anne Arundel county the great thoroughfare of travel for all the lower Eastern Shore counties to Baltimore.

Union Pacific Railroad Terminus.

The Executive Committee of the Union Pacific Railroad Company have, in consideration of the delivery of certain Douglass County bonds and depot grounds at Omaha, on the 1st day of January, by that city, resolved to make that place the actual terminus of the Union Pacific Railroad, to make up all trains bound West at that point, to build and retain all the depots, general offices and land department of the Company at that point, and to transfer cars of connecting roads without delay or discrimination. This action settles a long existing controversy between Council Bluffs and Omaha as to which would be the terminating point of the road.

The officers of the Haliburton (Canada) Railway recently elected, are: J. D. Armour, Cobourg, President; Jas. Hall, Peterboro, Vice-President; Chas. Perry, Secretary; John Fowler, Managing Director; J. H. Dumble, Chief Engineer; W. J. Fowler, Treasurer; E. Burnham, Solicitor.

Mr. J. B. Cunningham, of Nashua, N. H., has been engaged to make a survey of the new railroad route from that city through Hudson, Pelham and Salem to Plaistow, where it will connect with the Boston and Maine road. Distance 18 miles.

The last rail between Willimantic and Putnam, on the Boston, Hartford and Erie Railroad, was laid on the 19th inst.

Russian Railways.

The opening of a new line from Smolensk to Brest is expected to produce a complete revolution in the relations between Central Russia and Western Europe, as the distance over which goods will have to be conveyed will be reduced by one-sixth. The distance between Bromberg and Moscow via Eydikuhmen and St. Petersburg is 1,852 verstes, while by Warsaw and Smolensk it is only 1,503 verstes. The abbreviation of distance between Vienna and Moscow is more considerable still; by St. Petersburg it is 2,307 verstes, and by Warsaw 1,888 verstes only. A commission left St. Petersburg in November charged by the Minister of Means of Communications with the duty of inspecting two new lines just completed for traffic, with a view to the working of trains being commenced upon them. These two new lines are the Warsaw and Rostow and the Nikitskoy, a branch from the Donets Collieries to the Azov line. The Breslau and Warsaw has obtained authority from the Russian Government to extend its line from the Russian frontier via Seradz, as far as Ludza: it is authorized at the same time to establish a branch from Seradz to Kalisch. The Russian Government has granted a concession of a new line from St. Petersburg to the embouchure of the Neva, where it is proposed to construct a great port with docks and warehouses. A great bridge has been constructed over the Dnieper to carry the Kremenchug and Koutouk over that river: this fine work is no less than 3,200 feet in length.—*Heropath.*

About a year ago the Philadelphia, Wilmington and Baltimore Railroad Company began the alteration of the bed of their roads between Chester and Philadelphia, so as to avoid the damage and interruption of travel by the freshets of the Delaware. This is known as the Darby improvement. It is expected to be ready for the cars by July next. The estimated cost of the improvement is \$1,500,000.

It is officially announced that the Commissioners of the Sinking Fund of the Commonwealth of Pennsylvania have paid off of the State debt, for the year between December 1, 1870, and December 1, 1871, \$2,131,590 81, of which \$394,043 63 were of 5 per cent. loan, \$1,719,150 of 6 per cent. loan, \$35 of old "relief notes," and \$18,361 54 of over-due loans.

The contract has been signed for the construction of the first section of the southern extension of the Wellington, Grey and Bruce Railway. The first sod was formally turned on the 16th inst., at Listowell.

The bonded debt of the City of Chicago is stated by Mayor Medill at \$14,103,300, and the floating debt at \$687,000. The city's loss by the fire he estimates at \$2,500,000.

The directors of the New York and Long Branch Railroad are pushing the work earnestly, and have already commenced building the bridge over the Raritan River, near Perth Amboy.

Between five and six miles of the Princeton extension of the Sheboygan and Fond du Lac Railroad have been supplied with iron. Track laying is progressing quite rapidly.

The engineers are at work locating and grading the extension of the Lehigh Valley Road from Easton to Perth Amboy.

Trains are now running on the New Jersey West Line Railroad between Baskingridge and Summit.

The government commissioners appointed to examine so much of the Missouri, Kansas and Texas Railroad as is completed in Indian Territory, have made a favorable report. They say that the bridge across the Kansas river is nearly completed; that the ties are now delivered, and the iron will soon be sent to Canadian river.

The track of the Manitowoc, Appleton and New London (Wis.) Railway is laid to the distance of twenty-five miles from Manitowoc.

RAILROAD IRON.

300 Tons 55 lb. English Rails, slightly rusted by Salt Water, for sale by

W. H. PETIT,
72 Wall St., N. Y.

RAILROAD IRON.

1,400 Tons 40 lb. Welsh Rails, made by the Rhymey Company, in store for sale by
PERKINS, LIVINGSTON & POST,
31 New Street,
New York.



TRADE MARK.

Highest Premium awarded by American Institute Fair, 1871.

CAUTION.—Purchasers of Prince's Metallic Paint are requested to buy in original packages, and see that each package has our trade mark and name on the side, as Mineral and other worthless paints are thrust upon the public on the merit and often in the name of PRINCE'S METALLIC PAINT. For sale by the trade generally and PRINCE & BASS, Manuf's, 96 Cedar street, N. Y.

BORDEN & LOVELL
COMMISSION MERCHANTS,

70 and 71 West St., New York,
Fall River Iron Works Company's
NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S
CUMBERLAND COALS.**Manhattan Oil Company,**
Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

DIRECTORS :

James M. Motley, Nathan A. Baldwin,
Edward Rowe, J. Carothers,
T. M. Niven, George W. Quintard,
James Murphy, William A. Seaver,
Phillip M. Millspaugh.

Drawing Instruments, Paper, Tape Measures, &c.

Illustrated Catalogue sent by mail, 10 cents.

JAMES W. QUEEN & CO.,
924 Chestnut St., Philadelphia.
535 Broadway, New York.



I. A. WILLIAMS'
UTICA HEAD LIGHT WORKS,
 UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,
 WITH BRAZED SAFETY BURNER,

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

HEYERDAHL, SCHÖNBERG & CO.
 31 Pine Street,
 NEW-YORK.

10 CORNHILL, E. C.
 LONDON.

STEEL & IRON RAILS

Sole Agents in the United States for
 SAMUEL FOX & CO.'S

Bessemer Steel Rails.

RAILROAD SECURITIES NEGOTIATED

**TRAUTWINE'S
 CIVIL ENGINEER'S POCKET-BOOK.**

THE CIVIL ENGINEER'S POCKET-BOOK OF MENSURATION, TRIGONOMETRY, SURVEYING, HYDRAULICS, HYDROSTATICS, INSTRUMENTS AND THEIR ADJUSTMENTS, STRENGTH OF MATERIALS, MASONRY, PRINCIPLES OF WOODEN AND IRON ROOF AND BRIDGE TRUSSES, STONE BRIDGES AND CULVERTS, TRESTLES, PILLARS, SUSPENSION BRIDGES, DAMS, RAILROADS, TURNOUTS, TURNING-PLATFORMS, WATER STATIONS, COST OF EARTHWORK, FOUNDATIONS, RETAINING WALLS, etc., etc. In addition to which the elucidation of certain important principles of construction is made in a more simple manner than heretofore. By John C. Trautwine, Civil Engineer, 648 pages, with nearly one thousand illustrations, executed expressly for the work; forming, altogether, the most complete and concise work of the kind ever published.

The well-known ability of the Author, and his wide-spread reputation as a Civil Engineer, is a sufficient guarantee of the completeness of the work, and renders further recommendation unnecessary.

Bound in Morocco, Tucks, Gilt Edges. Price, \$5.
 For sale by Booksellers generally.

CLAXTON, REMSEN & HAFFELFINGER,
 819 and 821 Market-st.,
 PHILADELPHIA.

1853

**THE AMERICAN
 DIAMOND DRILL CO.**

ARE MANUFACTURING
 Under the celebrated Leschot Pat-
 ents, with important
 improvements,

**DIAMOND-POINTED
 STEAM DRILLS.**

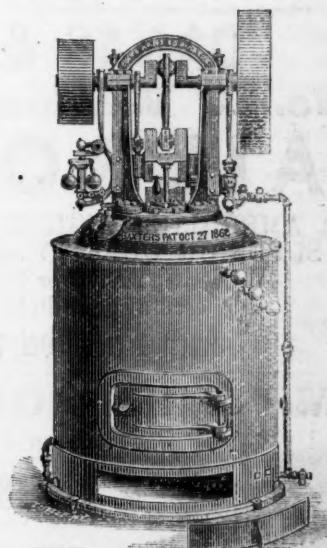
ESPECIALLY ADAPTED TO
Rock Drilling
 OF EVERY VARIETY,
 TUNNELING, OPEN CUT AND SIDE WORK,
 RAILROAD IMPROVEMENTS.

They are Driven by Compressed Air
 or Steam, and Bore at a Uniformly
 rapid rate, making a perfectly cylindrical
 hole, of the same size top and
 bottom in the hardest rock.

The economy of these Drills and their entire efficiency have been abundantly established, and the advantage of the rotary over the percussive operation very generally allowed.
 NO SHARPENING REQUIRED. The Drills are also adapted [in different sizes and styles,] to Channelling, Gadding and Shafting; also to Deep Boring for testing the value of Mines and Quarries. Catalogues sent upon application. Manufactured by

The American Diamond Drill Co.,
 No. 61 LIBERTY ST.,
 NEW YORK.

**THE
 Baxter Steam-Engine,**
 MANUFACTURED BY
 COLT'S PATENT FIRE-ARMS MFG CO.,
 HARTFORD, CONN.,



RAILROAD IRON.
 1,000 tons LYNNVIE VALE.
 1,000 " BAILEY BROS.
 50 LBS. ERIE PATTERN. Now in yard and for sale
 by
 DANAS & LITCHFIELD,
 49th
 18 William street

Park Gate Iron Rails,

(Manufactured in Yorkshire and the best rail made in England.)
 For sale by

WM. BAILEY LANG & CO.,
 54 Cliff Street,
 NEW YORK.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,
 YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars
 having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

IS A SELF-CONTAINED MACHINE,
 COMPACT, SIMPLE, SAFE, ECONOMICAL,
 FULLY GUARANTEED.
 SIZES, 2, 3, 5, 8, AND 10 HORSE POWERS.

For Circular and Price List address

The Baxter Steam-Engine Co.,
 18 Park Place, New York.

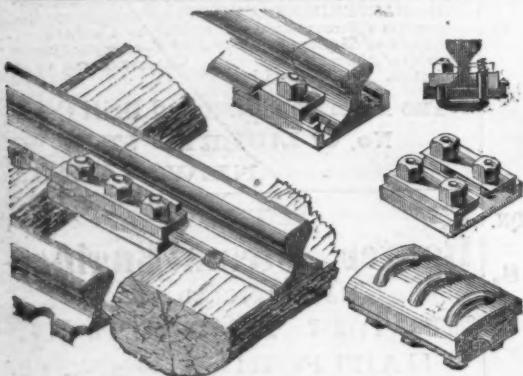
AMERICAN DREDGING COMPANY.



OFFICE No. 214 SOUTH DELAWARE AVENUE
PHILADELPHIA.
JOHN SOMERS, PRESIDENT.
F. B. CULLEN, SECRETARY.

Contract for **BUILDING** and **OPERATING** at any point required.

MACHINERY and **APPLIANCES** for **RIVER, HARBOR** and **BANK IMPROVEMENTS**, constantly on hand, and furnished on short notice.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 18 William Street, New-York,
RAILROAD IRON,

of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.

RIGHTS FOR SALE BY

A. W. RHOADS & CO.,

Wilkes-Barre, Pa.

A. W. RHOADS.

N. H. CAMP.

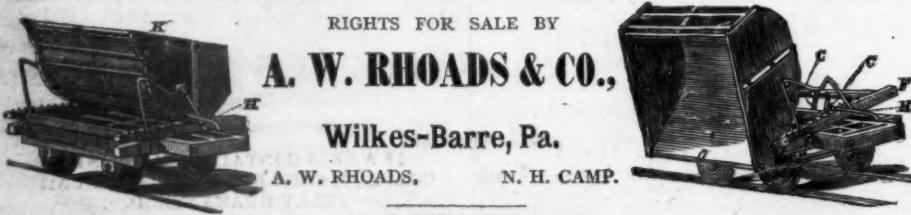


Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

Address,

A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.

PACIFIC MAIL
Steamship Company's
LINE TO
California, Japan and
China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND
FREIGHT TO
KINGSTON, JAMAICA, SANTA MARTHA AND
GREYTOWN, AND PACIFIC COAST OF
MEXICO, CENTRAL AMERICA, PERU,
AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Dec. 30, steamer HENRY CHAUNCEY, Capt. A. G. Gray, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct connecting at Panama with steamer CONSTITUTION, Capt. —, also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Dec. 28.

Steamer GREAT REPUBLIC will leave San Francisco, Jan. 1, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

ENGLISH
AND
SCOTCH
FIRE BRICK

In Store and to Arrive
AT NEW YORK, BOSTON AND
PHILADELPHIA.

S. L. MERCHANT & Co.,
76 South Street, New York,
27 Central Wharf, Boston,
205 1-2 Walnut St., Philadelphia,

AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

EDWARD W. SERRELL,
CIVIL ENGINEER,
78 & 80 BROADWAY,
NEW YORK CITY.

Railroads, Bridges, Explorations.
Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

Atherton & Coles,
STATIONERS, PRINTERS,
LITHOGRAPHERS
AND
Blank Book Manufacturers.

Particular attention paid to RAILROAD and BANKERS' STATIONERY and PRINTING.

16 Maiden Lane,
NEW YORK.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.

